16 APRIL 1954

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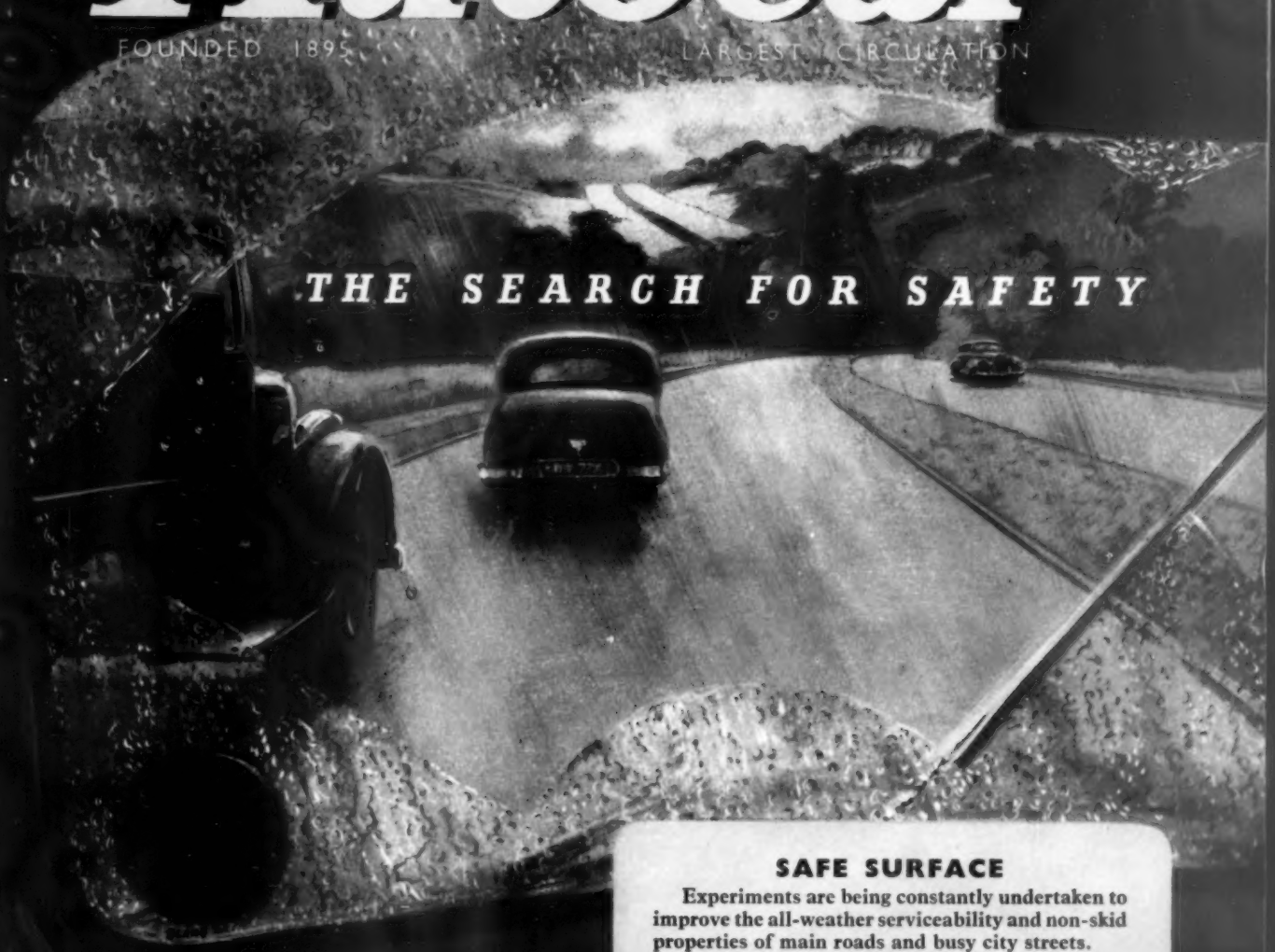

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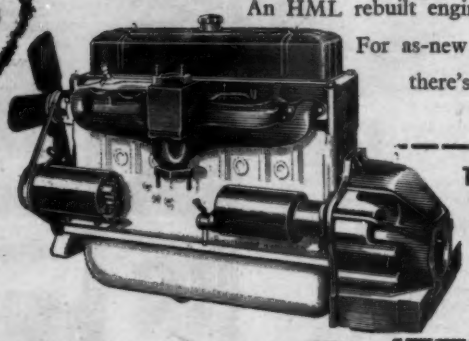

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Autocar April 16

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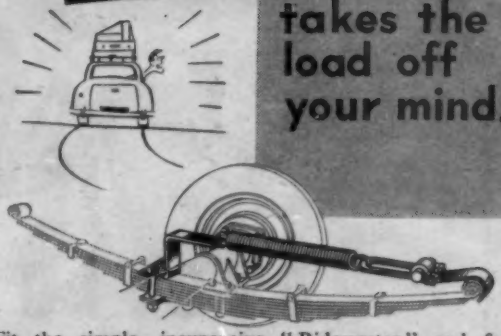

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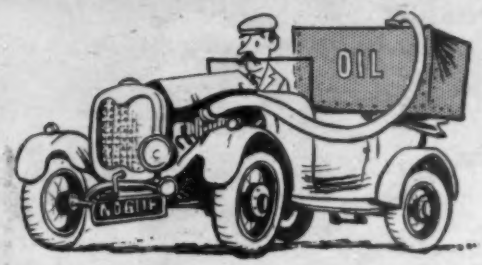

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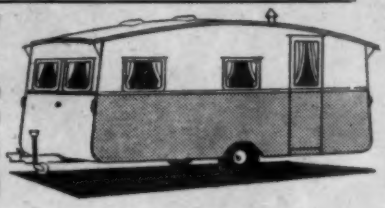

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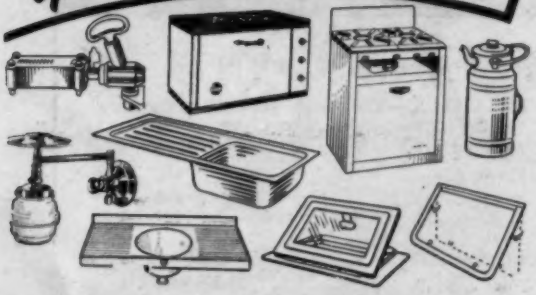

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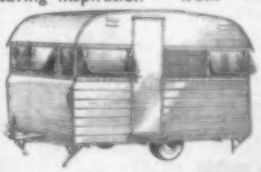

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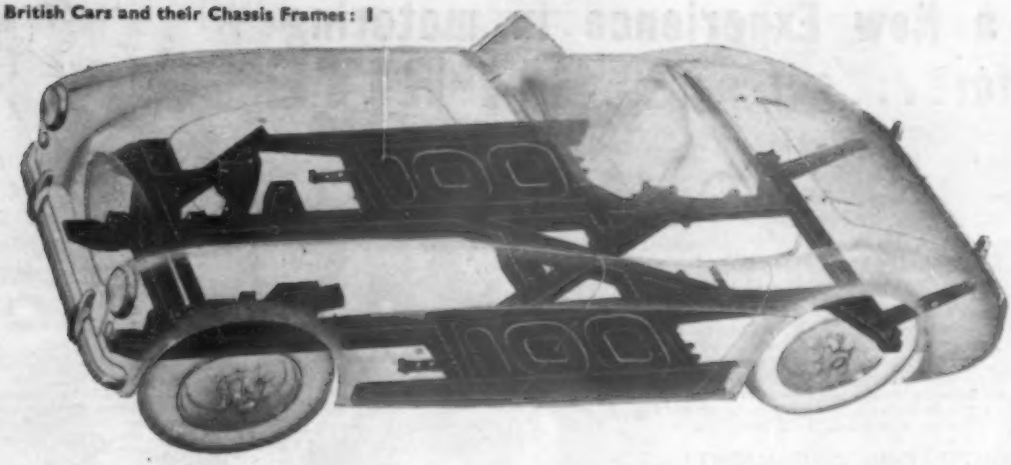
British Cars and their Chassis Frames: I



Austin-Healey—The chassis frame of the Austin-Healey 100 is manufactured by John Thompson Motor Pressings Ltd. This frame has a number of interesting features, notably the carbon arc welded box section of the main members, the fabricated front suspension members and the composite construction of frame, outriggers and floor panels which are designed to integrate with the body frame and scuttle, thus achieving the required structural rigidity.

JOHN THOMPSON GROUP

JOHN THOMPSON MOTOR PRESSINGS LIMITED

WOLVERHAMPTON

ELLARD

SLIDING DOORS FOR EASE AND SPEED!

The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.

The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door.

CLARKE ELLARD ENGINEERING COMPANY LTD.

WORKS ROAD . LETCHWORTH . HERTFORDSHIRE . TELEPHONE: 613-614

For a New Experience in motoring comfort . . . get a K-L SIT-RITE BACK REST

Reg. Design No. 872718

The new K-L SIT-RITE Back Rest solves a problem as old as motoring, corrects the cause of nine-tenths of driving fatigue! When your back lacks adequate support, you tire abnormally fast, get stiff and uncomfortable. And a driver's position is rarely anything like correct because no car designer can allow for users' differing proportions.

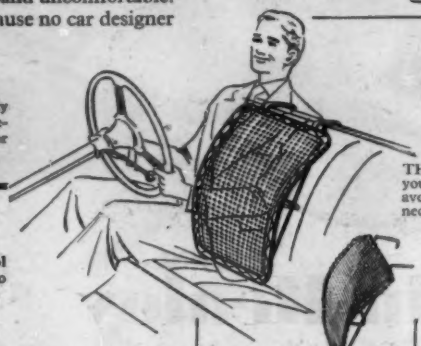
THIS IS THE ANSWER!

Comfort and complete control of the car depend on your being correctly positioned in a seat which holds back and thighs when you turn. A make-shift cushion is not enough. The SIT-RITE provides **firm** support for your **whole** spine. Sturdily constructed on a plastic-covered steel frame, and washable, it looks well in any car. There are models for bench or bucket seats. Ask your garage to show you one. Try it out in your car. You'll be delighted!

45/-

ENDS PERSPIRATION DISCOMFORT!

In hot weather the SIT-RITE does a second job. It keeps you cool and comfortable, saves clothes and upholstery, by enabling air to flow freely between your back and the seat.



One typical wrong position. This seat is too inclined, gives no support to the "small." Back, neck, arms and eyes are strained.

THE SIT-RITE enables you to sit comfortably erect, avoiding strain on back, neck, arms or eyes.

THE BENCH SEAT MODEL
Measures 20in. x 17in. and simply hooks over the seat at the top.

THE BUCKET SEAT MODEL
(19in. x 17in.) is secured in a few seconds by a belt of sturdy elastic.

EFFORTLESS, STEADY CORNERING with the

K-L EASITURN

STEERING DEVICE

You'll never have to "grapple" with your wheel if you fit this smart new K-L device. You just put your hand on the EASITURN, guide it in the desired direction —and leverage does the rest! It looks good, too, and costs only **10/-**

See these aids to better motoring at your garage to-day, or write for illustrated folder to Dept. 51.

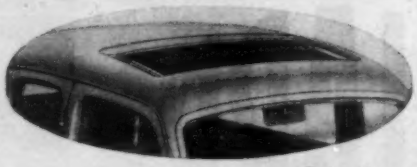
KEY-LEATHER CO. LTD., 5, URSWICK RD. LONDON, E.9
Telephone: Amherst 5202-4

K-L

TRANCO Special Armoured Seat VALVE

For Longer Life and Higher Efficiency

Manufactured by:
FARNBOROUGH ENGINEERING CO. LTD., FARNBOROUGH, KENT



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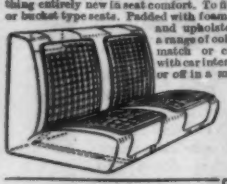
Enjoy healthy motoring, fresh air and sunshine with a Weathershields' Sliding Roof. We are specialists and pioneers. Complete satisfaction guaranteed. Your fixed head saloon converted at our works or at our appointed fitting agents in your area. Write for full details and testimonials. As supplied to Austin, Jaguar, Sunbeam-Talbot, etc.

CAR SEAT COVERS. For single seats. Something entirely new in seat comfort. To fit bench or bucket type seats. Padded with foam rubber and upholstered in a range of colours to match or contrast with car interior. On or off in a moment. 55/- each, carriage paid.



DRAUGHT DEFLECTORS
Safety glass, chromed brackets. Fitted with four self-tapping screws supplied. Fresh air without draughts.
65/- per pair plus 1/6 postage.

Mark items in which you are interested with X. Fill in the coupon, cut out this advertisement and post for full particulars.

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Weathershields Ltd
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ADHESION AND SEALING POINTS IN CAR MANUFACTURE

... there's a job for Bostik

It's just as important to keep out the dust as it is to keep out wind and wet. That is why car manufacturers use 'Bostik' Sealing Compound wherever there is a possibility of dust penetration. ALL British car manufacturers employ the 'Bostik' System of Adhesion and Sealing and find that the use of 'Bostik' Adhesives, 'Prestik' Sealing Strip and 'Bostik' Sealing Compounds paves the way to faster, cheaper, and more efficient production methods. Bear in mind that

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The word "Bostik" is a registered Trade Mark of

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She's proud to step into a VALAY-cleaned car!

Keep your car interior fresh and clean with Valay—the *specialised* car interior cleaner.

Valay quickly and simply brings new life and brightness to upholstery, carpets, headlining and doors of all kinds. An occasional wipe over with Valay will keep your car interior as good as new.

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Obtainable from good garages, Halfords, etc.

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The speedy way of reviving high gloss finish of paintwork.

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Quickly and gently restores full brilliance of chromium.

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Halves the work of car washing.

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Lifts tar swiftly, gently from all surfaces.

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the brilliant new

TELESCOPIC DAMPER

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WITH THE 5 EXCLUSIVE SMOOTH-RIDE FEATURES

1 3½ times greater shock-absorbing capacity.
2 No frothing or aeration snags.
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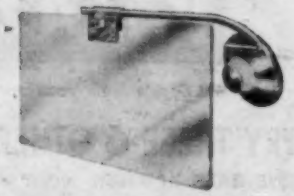
The BARNACLE Regd. ACCESSORIES

Something entirely new!

ANTI-DAZZLE VIZOR



A new production of high quality and clean design fitted with one of our powerful suction bases, in hammer finish Silver enamel, chromium plated wing nut and arm, on which Vizor can slide and pivot.

Neutral tint Perspex.
10½-in. x 4½-in.

Price 14/9 each

Remember the name "BARNACLE"

SOLE MANUFACTURERS

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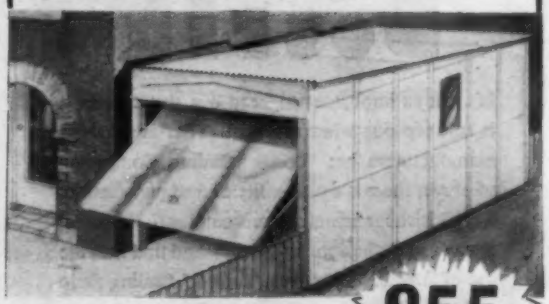
ANNOUNCING THE NEW BATLEY

'LEAN-TO' GARAGE



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THE ONLY GARAGE OF ITS TYPE

The BATLEY 'Lean-To' has been designed for building on to the house or existing wall. Like all Batley Garages, it is made of reinforced concrete, permanent yet portable, easy to erect and completely fireproof. The doors, hinged or 'Up & Over' are of strongly braced Aluminium Alloy, and the building can be fitted with interchangeable windows and personal door. Width 8′0″; length 16′4″ or 19′.

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Attractive deferred terms. Free delivery in England & Wales. Many other designs available. Send for illustrated brochure.

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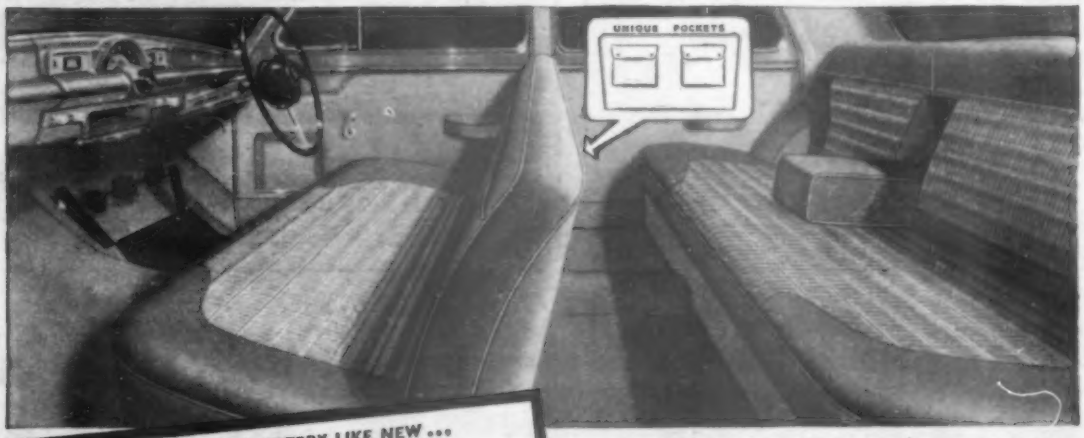
When replacing your Fuel or Oil Lines insist on WINGARD precision-made replacements for years of trouble-free service. The range of 70 models includes one made especially for *your* Car.

WINGARD (M.A.) LTD. CHICHESTER, SUSSEX

Makers of Dependable Vehicle Equipment

HAVE YOUR COVERS *Tailor Made*



KEEP YOUR UPHOLSTERY LIKE NEW ...
ADD COMFORT AND LOOKS WITH

ROOTES
CAR SEAT COVERS

Large choice of colours, in Felt or Tygan and Felt. Send for patterns and prices to Dept. A.C.

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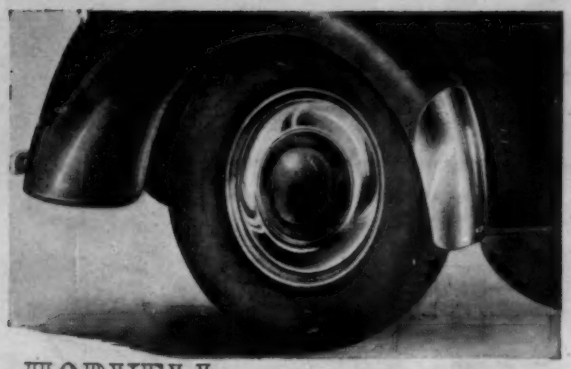

HORVELL Products enhance your FORD "Popular"

or all Anglias and Prefects prior to current models

Two matching accessories in highly polished, stainless, rustless alloy—smart and modern.

Wheel Discs **70/-** per set of 4

Splash Guards **18/-** per pair

also Reflectors 7/6 per pair. Stop-Tail lamps 24/- per pair.

Obtainable at your Garage or direct from Sole Manufacturers

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Over-riders to match "Popular" Bumpers **15/-** per pair

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ENFIELD TYRE COVERS THE ENTIRE FIELD

of Bargains for the Motorist

ALAN E. BATT'S SELECTION

LEATHER CLOTH SUN VISOR

Grey. Cuts out tiring, dangerous dazzle. 7/6 each.

FOUR-WAY WHEEL BRACE

Light, strong, powerful. The four sizes will fit every English car. 19/6 each.

DOOR CHECK METAL STRAPS

With shock-absorbing rubber bush and fittings. 5/6 each.

ALL RUBBER GRIP LAMP

Ideal for garage work. Solid, shock-proof and safe. **12/6** each

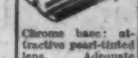
ENFIELD SUPERFINE CAR SEAT COVERS

You can now have seat covers of hard-wearing Royal Cord Rayon for **59/6**

Our own factory, new machinery, and very heavy purchases of this tough, attractive material, enable us to fix a price at this low level. In Maroon, Green, Blue, Grey, Fawn, Brown. Low price precludes free patterns all seat covers sold on our immediate money back guarantee.

Complete set (8 pieces) 8 to 10 h.p. 59/6, or 12 to 30 h.p. 79/6.

INTERIOR ROOF LIGHT



Chrome base: attractive pearl-tinted lens. Adequate interior lighting adds the finishing touch to a well-kept car. Each 5/6. Bulb 2/3 extra. State Voltage.

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Very robust. Complete with connector and braid. Not to be confused with pumps sold solely on price. 24/- each.

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EACH **14/6**

Fits any pipe. Beautiful, highly-polished finish. Diverts exhaust gases harmlessly to the ground.

CHROME HUB CAPS

We can supply hub caps for any make of car. Most cars of more than a year old look twice as smart with a new set. Prices vary from 4/6 each for 1931 Morris Minor to 72/- each for Cadillac.

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This modern stop and tail lamp is also a reflector. It has a reflector moulded into its unbreakable lens. One pair satisfies new lighting regulations respecting rear lights and reflectors.

31/- a pair inc. twin filament bulb. State voltage.

SHAPED FOAM RUBBER INTERIOR CUSHIONS

(Rayon Covered.) Will never crush or wear out of shape. Cover removable for washing. 22/6 each.

MOTOR CAR HEAD LINING

In Fawn and Grey. Approx.: 50in. wide. Brushed wool effect. Average 8/10 h.p. car needs 2½ yds. 10/6 yd.

Post and Packing FREE — Terms: Cash with order or C.O.D. — Trade enquiries invited.

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Western Branch, 5, Castle Lane, Torquay. Southern Branch, 1068, Christchurch Rd., Bournemouth.

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SUPERBLY TAILORED IN BEDFORD CORDS AND TARTANS. *Send NOW for Free Pattern Folder with full information (Post free—No Obligation.)*

NAME .....

ADDRESS .....

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MAKE OF CAR ..... H.P. ..... YEAR .....

MODEL ..... WRITE IN BLOCK LETTERS PLEASE

(A)

MILLERS CAR EQUIPMENT

PALMERSTON ROAD, SPARKBROOK, B'HAM 11. (Victoria 1849)

Like a glove for the dirty job

For motorists, engineers and painters, Rozalex, applied before work, acts as an invisible glove. Keeps hands healthy and clean. From garages and engineers' stores. Industrial enquiries invited.

2/4½ a tin • and in tubes **1/8** (including P.T.)

ROZALEX

BARRIER CREAM

ROZALEX LTD. 10 NORFOLK ST., MANCHESTER 2

"Bed by Night" in 30 seconds!

Adaptable to any make of modern cars. Average length of bed 5′ 10″. Original seating and covers, etc., intact. Cost from **£20** to **£35**. Time involved 4 to 5 days.

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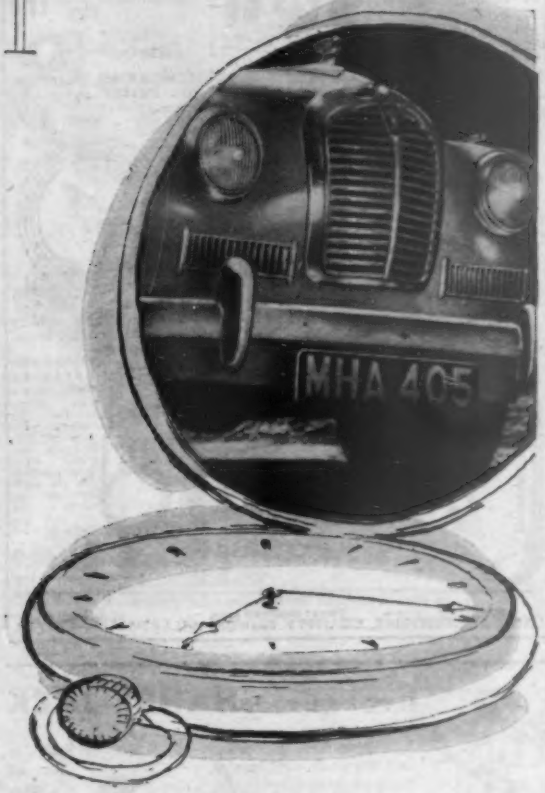

Are you your own back seat driver ? Does that replacement job — needed but still not done — nag your memory ?

If you replace now, you will do so in circumstances under your own control.

Put it off, and at best, you are likely to be greatly inconvenienced.

Cliftons can supply any Austin spare at any time — but the best time for you is NOW !

There's always time for AUSTIN at

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SERVICE STATION LTD.
The 'Longbridge' of the South

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an investment in

peace of mind

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Starting from: Bristol, Glasgow, Leeds, Luton, Manchester, Preston and Shenstone.

OPEN TO ALL MOTORISTS IN GREAT BRITAIN (Cars only)

Regulations and Entry Forms from J. TAYLOR, Lancashire Automobile Club, New Market Street, Blackburn.

Over 300 awards to be competed for. *Entries close April 30th*

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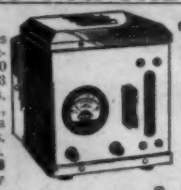
3 Amp. BATTERY CHARGERS
Made specially for us by leading manufacturer, input 200/250 volts A.C. Output 3 amp. at 2/6 or 12 volts. To charge one 2 v., 6 v., or 12 v. Battery at a fixed rate of 3 amps. 12 months' guarantee. **£6.3.6 cash** or **£1.3.6** deposit and 6 monthly payments of **10/2.**



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Push action with hydraulic snap-on nipple. Each **17/6**

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New Kent Moore Valve Spring Testers. 0-150 lb. and 6in.-6in. **£1** each.

TWO-LEGGED PULLERS New, adjustable. Each **15/-**

NEW RADIATOR TEMPERATURE GAUGES. 2in. dial, Chrome Bezel, dash fitting, with windows for illumination, 35° to 120° Centigrade, or 90° to 220° Fah., complete with 5ft.6in. capillary and Union **£2/1/0** each. Postfree.

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Petrol and brake pipe double lap FLARING TOOLS 3/16in. to ½in. O.D. Complete in metal case with full instructions **£1/5/0** each

STOP AND TAIL LAMP SETS
6 or 12 volt, Standard, **29/6** per pair. De Luxe, **29/-** per pair. Round Flush Fitting, moulded rubber body. Chrome Rim, **29/-** per pair. Brake switch for above, **3/0** each.

Prima Hand-Spraying Outfit, for use with Paint, Cellulose, Distemper, Insecticide, Disinfectant, etc. Only best quality materials are used. Pressures up to 30 lb. per sq. inch can easily be built up.
Price complete **84/3**
Plus 2/6 postage and pkg.

EACH ITEM IS OFFERED WITH MONEY-BACK GUARANTEE.
Terms: Cash with order.
LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

"Hullo! NEW UPHOLSTERY?"

"No! Just NUAGANE Flexible Leather Lacquer."

"*New a-what?*"

"NUAGANE. It's splendid for leather or imitation leather. Just brush or spray it on and your upholstery looks brand new again. You try it!"

Waterproof, flexible, durable, and available in 24 attractive shades. Not suitable for plastics.

★ SEND FOR *FREE* COLOUR CARD.

Obtainable from your garage or from HALFORDS. Trade prices on application. Overseas enquiries invited.

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Flexible Leather Lacquer

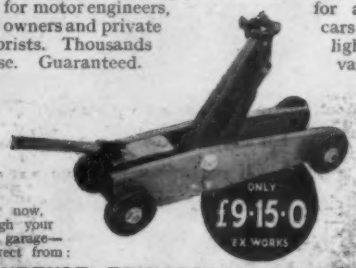
NUAGANE PRODUCTS LTD., 19 SOHO SQUARE, LONDON, W.1
Telephone: GERrard 3347-8-9

Weighs 35 lb. and is carried (or wheeled) by its handle. Quickly and effortlessly lifts over ¾-ton

HYDRAULIC HANDI-JACK

The ideal portable trolley jack for motor engineers, fleet owners and private motorists. Thousands in use. Guaranteed.

Suitable for all cars & light vans



Order now, through your usual garage—or direct from:

LAWRENCE EDWARDS & COMPANY
'A' Commercial Buildings Kidderminster

'QUALITY COVERS' LTD.

94 WEST END LANE, LONDON, N.W.6

STYLE AND FIT AT THE RIGHT PRICE

TAILORED 'CAR SEAT' LOOSE COVERS

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FOR PERSONAL SERVICE

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DOUBLE CHANNEL Adjustable Spanners

Stock No.	Size	Capacity			Price
ADC 203	3½"	5/16"	B.S.F. ¼"	B.S.W. .325 A/F	11/-
ADC 204	4½"	9/16"	B.S.F. ½"	B.S.W. .920 A/F	
ADC 207	7½"	1¼"	B.S.F. 1"	B.S.W. 1.670 A/F	18/-

KING DICK Adjustable Spanners

Stock No.	Model	Size	Capacity			Price
AKD 203	0	3"	5/16"	B.S.F. ¼"	B.S.W. .325 A/F	6/-
AKD 204	1	4"	½"	B.S.F. 7/16"	B.S.W. .820 A/F	7/3
AKD 206	2	6"	¾"	B.S.F. 11/16"	B.S.W. 1.250 A/F	9/9
AKD 209	3	9"	1½"	B.S.F. 1¼"	B.S.W. 1.875 A/F	25/6

ADJUSTABLE SPANNERS

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AAW 207	7"	¾"	B.S.F. 11/16"	B.S.W. 1.250 A/F	5/11
AAW 209	9"	1"	B.S.F. 7/8"	B.S.W. 1.500 A/F	9/9
AAW 211	11"	1½"	B.S.F. 1¼"	B.S.W. 1.875 A/F	11/3
AAW 215	15"	1½"	B.S.F. 1½"	B.S.W. 2.250 A/F	20/3

BULLDOG Adjustable Spanners

Stock No.	Size	Capacity			Price
ACW 204	4"	5/16"	B.S.F. ¼"	B.S.W. .325 A/F	10/9
ACW 206	6"	7/16"	B.S.F. ⅜"	B.S.W. .750 A/F	11/6
ACW 208	8"	9/16"	B.S.F. ½"	B.S.W. 1.0 A/F	13/9
ACW 210	10"	11/16"	B.S.F. ⅝"	B.S.W. 1.125 A/F	16/-
ACW 212	12"	¾"	B.S.F. ¾"	B.S.W. 1.312 A/F	25/6
ACW 215	15"	1¼"	B.S.F. 1"	B.S.W. 1.750 A/F	41/3
ACW 218	18"	1½"	B.S.F. 1¼"	B.S.W. 2.062 A/F	60/-

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Night Driving without strain

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NIGHT driving can be a nerve-racking job if lamps are of poor quality. Really efficient lights bring ease, comfort and safety. Ensure reflectors are in good condition with correct focusing, then fit Crompton car bulbs for maximum light and long life.

Switch to **Crompton**

CAR BULBS — *for* **LIFE**

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I've got it-

You need it!

If your ENGINE'S SLUGGISH change from your 1d. shot to the 10d. Long Stroke

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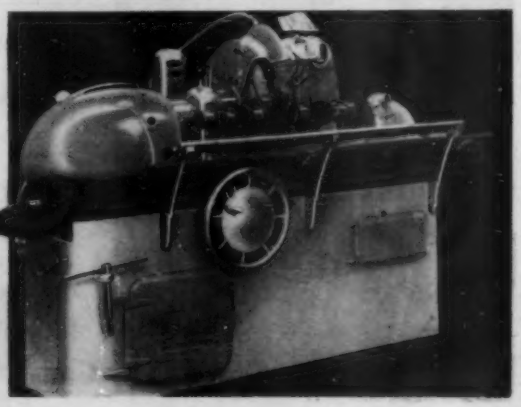

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The Autocar
FOUNDED 1895

No. 3046 *Friday, 16 April 1954* Vol. 100

Easter Outing

THE great Christian festival is once more at hand, and the countryside has awakened in confirmation of the Easter miracle. Motorists throughout the land will feel the pull of the road and will find that its wintry discontents of overcrowding and the almost psychopathic awareness of casualty figures are relegated to proportion by the emerald of the hawthorn buds, the shy peep of the primrose beneath the hazel thicket and the iridescent skies of April. These things endure, and when the pleasures of the radio age have palled the eternal benefits of the natural world remain, enhanced.

The car enables its owner to enjoy them to the utmost, in the company of family and friends; it has the additional virtue of permitting that same enjoyment to the elderly and the infirm. Too often the motorist is dismissed as the keen driver pure and simple, intent only on his odometer and stop-watch and the first warning surge of valve bounce from under the bonnet; too rarely are his passengers remembered—simple folk enjoying a stroll on wheels through the garden that is England. It is on such as these that the car confers a great benefit, for in an increasingly urbanized country the really pastoral is distant from the majority.

Nothing derogatory is here implied towards the keen motorist. He is, indeed, twice blest, for besides his appreciation of the spring world he has the connoisseur's delight in motoring performance; those who deny that delight resides therein are merely confessing their own insensitivities. The keenest of all will be at the racing circuits (for Easter is the real beginning of the season) or competing in the many club sporting events held all over the country. The remainder will also be on the road for much of the holiday—and probably polishing for the rest of it! If the garden is neglected as a result, a burgeoning nature will cover the deficiencies. It remains to wish all Easter road users a happy week-end, be they sporting or otherwise, cyclists or pedestrians; and particularly those whose outing is made possible only by the fact that no physical effort is called for by their peregrination.

An Interesting Clutch Operation

THE celebrated comment of the French pioneer, M. René Panhard, on the gear box—"It's brutal, but it works"—might equally be applied to the friction clutch. It might, in fact, be argued that it is even more applicable to a clutch than a gear box because the skilled operator can synchronize the gears within the box, even without the aid of synchromesh, but he is totally unable to synchronize the driving and driven members of a clutch on starting from rest!

Much of the barbarity of operation is eliminated in the magnetic clutch described on later pages of this issue; so amenable is the principle, indeed, that fully automatic transmission is simply devised with its aid. The space within which the driven member of this clutch rotates can be filled with an iron-based powder which takes up its position along the magnetic lines of force created by a field winding within the clutch, ultimately locking the drive. Thus clutch engagement is controlled by the operation of an on-off switch for electric current, with all the simplicity that that implies. By the use of two clutches within a common housing, an automatic transmission has been developed which employs normal gear trains and a freewheel, whereas most such transmissions require the more expensive epicyclic gearing, the clutching operation then being replaced by a fluid coupling or a torque converter working on fluid principles.

Trials of cars fitted with the new clutch have been impressive, giving confidence in its ultimate wide application. Its electrical demands are not excessive—about 3 amps at 12 volts being enough for most requirements—and its future will, on all counts, be followed with considerable interest. A challenger is needed for transatlantic transmissions.

THE TANTALIZING

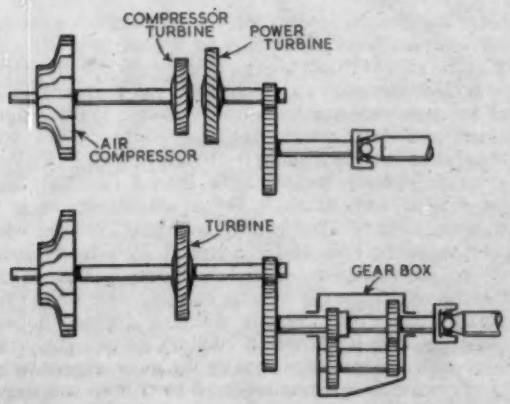
IN AN ATMOSPHERE OF SECRECY THE LAYMAN MUST MAKE HIS OWN DEDUCTIONS AS REGARDS THE FUTURE

I WAS there when JET 1 made its first public run at Silverstone. There was a high whine, a tear of tyres, and it went down the runway like Farina after a Grand Prix setback. At that moment the conviction settled on me that the gas turbine would ultimately relegate the piston engine to the status of junior road partner, and nothing I have heard or read since has shaken that conviction.

One wishes, however, that more could be heard or read, while acknowledging that the turbine engineers must, in the nature of business competitiveness, keep quiet. There are gas turbine vehicles on the road for certain—the Rover JET 1, the Plymouth in which the Chrysler turbine is installed, the Laffly in France, the Boeing in America, and General Motors' Firebird. These the public knows about. It would be surprising if there were not others that the public does not know about. Ford, in America, has established a gas turbine research department. Tantalizing hints have been dropped lately by Austins (their patent was for a multi-stage turbine). Rovers, the pioneers, cannot possibly be content with their achievements so far, although the latest manifestation of their knowledge is the stationary industrial unit described last week. Sooner or later big turbine news is bound to break and everyone is wondering just where to look for it.

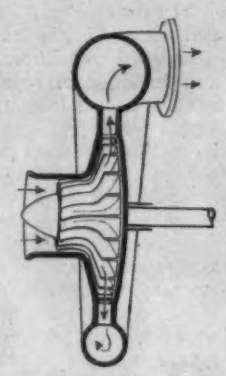
The implied questions are at the moment unanswerable, but in the meantime the student can pick up grains of knowledge and information from various sources—he is a gleaner in the stubble from which the wheat has been extracted and stored in a secret silo. I think that what is lacking now in the layman's knowledge of gas turbines is the exact nature of the problems still to be solved and the chances of solving them. They are more intricate than is usually suggested; fuel consumption and the physical difficulties of heat exchangers are almost a *reductio ad absurdum* of the many intricate problems involved, in spite of the paramount importance of the heat exchanger.

A strong case can be made out for one specific layout for a car turbine, that employing the free power turbine; i.e., the power turbine shaft is independent of the compressor shaft. This arrangement permits the compressor to be run up with the car stationary to a point where the resultant gas flow through the blades of the power rotor is just insufficient to apply noticeable torque; this is idling speed, from which the compressor can be accelerated while the car is held by the brake. Full torque therefore becomes available from rest.



Turbine layouts: Top, free power turbine in which the compressor has its own turbine wheel and shaft. Lower: single power shaft layout, in which the drive is taken from the same shaft as revolves the compressor. In such a layout a gear box would be necessary owing to the torque characteristics, which are unfavourable for vehicle propulsion.

The only layout likely to challenge this in the future seems to be one without a free power turbine, all power being taken from the compressor turbine shaft. Construction would be simplified, but at the moment the torque characteristics of such an arrangement are poor (it is interesting to recall the drawbacks of the centrifugal supercharger in this connection) and the system would, in any case, need something like the conventional gear box. In a recent review of gas turbine possibilities, the engineering director of the Italian Fiat company, Signor Dante Giocosa, seemed to view this layout favourably.[1]



Single-stage radial compression: air entering the intake is expelled from the compressor blade tips at high velocity.

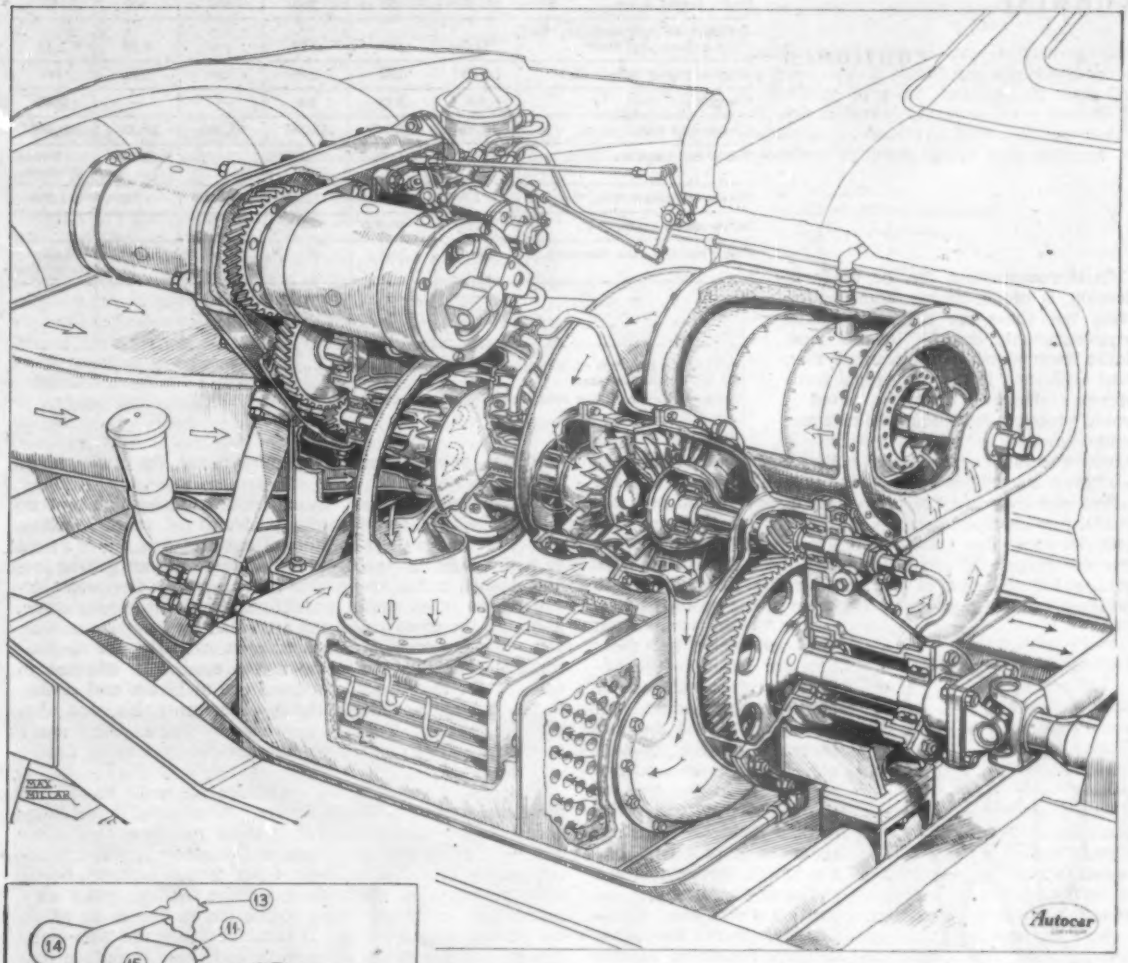
F. R. Bell, a pioneer of the small gas turbine, now with Blackburn Aircraft, has said specifically that when the compressor unit of the free turbine layout is run up to full speed the torque is 2½ to 3 times the value at full car speed, and this is somewhere between first and second gear torque of a piston-engined car. Thus no gear box at all, or at the most a two-speed box (reverse is implicit) would be necessary, which disposes of the contention that three or four forward speeds would be necessary and would thus nullify one of the big advantages of the rotary power unit. Not with the free power turbine.

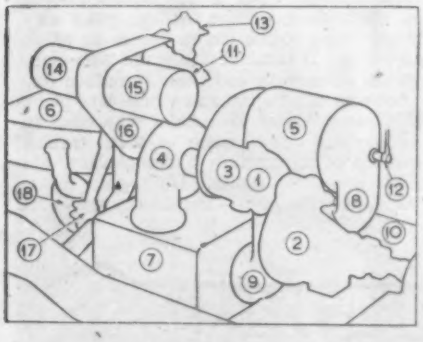
The rest of the layout shares the simplicity that is so attractive with gas turbines. The compressor packs the air into the combustion chamber, where it mixes with fuel; the mixture is continuously burned and expands through the blades of the compressor turbine rotor and then through those of the power turbine. As exhaust, it passes to a heat exchanger through which the air flows on its way to the combustion chamber, after which the exhaust becomes waste—innocuous, incidentally, the CO and CO_2 content being negligible.

There is a reduction gear at the end of the power turbine shaft and auxiliaries are driven from the compressor through another reduction gear. No other layouts challenge this one at present; the axial compressor, so suitable for aircraft, loses that suitability on the road. Within the framework outlined, the radial flow power turbine has potentialities as a challenger to the axial flow turbine, but the challenge seems something for the future. Why, then, does this attractive prime mover seem to stick? The answer has been summed up by Mr. Hayne Constant, the director of the National Gas Turbine Establishment, in these words:—

TURBINE

By MICHAEL BROWN





Hypothetical gas turbine installation in a normal saloon, with rear-wheel drive. Key to components: 1, power turbine; 2, transmission from power turbine; 3, compressor turbine; 4, air compressor; 5, combustion chamber; 6, air intake to compressor; 7, heat exchanger; 8, duct from heat exchanger to combustion chamber; 9, duct from turbines to heat exchanger; 10, exhaust pipe; 11, pump feeding fuel to combustion chamber nozzle; 12, combustion chamber nozzle; 13, fuel pump lifting fuel from tank; 14, electric starter; 15, dynamo; 16, gearing between auxiliaries and compressor turbine; 17, oil pump (lubrication); 18, oil tank. The turbines rotate in opposite directions.

For some years to come the crying need will be for operating experience on the components; running tests on compressors and turbines with different kinds of blading and different methods of mechanical construction; endurance tests on combustion chambers, fouling tests on heat exchangers, etc. It is only when a constructor has experienced for himself all the troubles and tribulations that each separate component has the capacity to produce that he will be in a position to combine them all together in his own favourite system and produce a successful gas turbine."

F. R. Bell says roughly the same:—

All work so far has indicated that the problem is not one of inventing some new secret scheme but of laboriously improving the component efficiencies of the simple standard turbine design."

The difficulties to be overcome are, perhaps, best considered by taking each important unit involved in the cycle. First, the air is compressed, and as there has never been any doubt about the supply of air, the problems begin to arise with its compression. For this purpose, the centrifugal compressor is not notably efficient; it gives a ratio of about 3.5 to 1, and if something better is wanted, then two stages are necessary, and two stages mean that more power must be absorbed to drive the compressor, thus reducing the amount available to propel the vehicle. It is true that a gas turbine designer can design his engine to suit a certain compression ratio—just as a piston engine designer can—but the usable ratios from a single centrifugal stage are sharply limited.

THE TANTALIZING TURBINE . . . . . continued

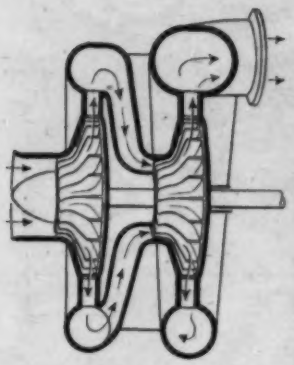
Estimated and Reported Performance Data of Automotive Gas Engines
From M.I.R.A. paper *Internal Combustion Turbine and Road Vehicles* (C. F. Kettleborough)

	Rover	Boeing	Centrax	New Rover Engine	French Laffly	U.S. Navy Solar
Power output, b.h.p.	185–200	175	160	100	190	47
Specific fuel consumption, lb/b.h.p./hour (full load) ..	*1.20	1.15	0.70	—	0.90	2.22
Approx. engine weight (lb.) ..	(a) 450	200	250	300	230	—
Compression ratio	3.5	2.88	5.8	—	—	2.44
Compressor speed, r.p.m. ..	40,000	36,000	43,000	55,000	30,000	40,300
Power turbine, max. r.p.m. ..	30,000	24,000	35,000	—	24,000	No Power Turbine
Maximum temperature, °F. ..	1,500	1,500	1,520	1,600	1,472	1,300
Idling speed, r.p.m.	7,000	10,000	—	—	—	—
Power turbine, max. diameter ..	9in	10in	6in	5in	—	7.42in compressor
Size	—	—	17in dia × 60in	36in long 18in wide 20in high	—	

* This is a fuel flow of 30 gallons per hour (less than 5 m.p.g.).
(a) With reduction gear.
Note—U.S. Navy Solar used for fire fighting water pumps.

Axial compressors can be made to develop a much higher compression ratio, but these are delicately made, temperamental devices whose cost limits them to other applications than road vehicles. If the centrifugal compressor's efficiency could be raised it would probably become as delicate and temperamental as the axial, which is sensitive to dirt and to foreign bodies which enter the intake—an even more likely contingency in road use than in the air.

Provided that fuels of reasonable purity are burned, the combustion chamber presents no very serious problems; this does not mean that combustion is easily made complete, or that the makers of combustion chambers are sitting back waiting for the rest of the gas turbine technologists to catch up. But it does mean that most of the problems connected with combustion chamber design are those that are familiar—the behaviour of metals under temperature changes and the deposits left by the burned mixture, which may impinge or condense on objects in the path of the gases, particularly the turbine blades. Ducting shares these problems, but the length involved is not sufficient to introduce expansion difficulties. Additionally, there are aerodynamic problems, especially in the neighbourhood of the turbine rotors, where stationary blades are employed to direct the gas flow advantageously, and experience will reduce losses at such points.

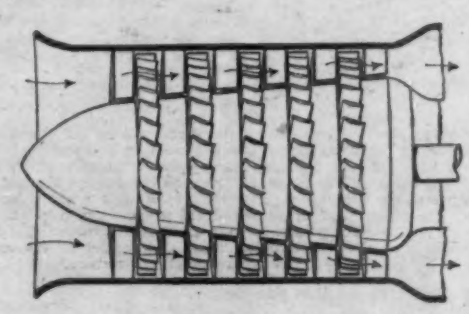


Two-stage radial compression. Already compressed air from the first compressor is fed into a second compressor working on the same principles.

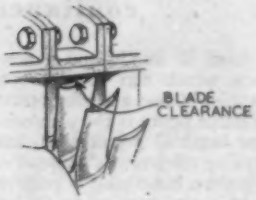
Major problems certainly intrude at the turbine rotors—one driving the compressor, the other the transmission powershaft. It is at their peripheries that the hot gases impinge on the tiny blades, windmill fashion. These gases have temperatures in the region of 700 to 900 deg C. Low (comparative) temperature spells long life, high temperature spells efficiency. The struggle, therefore, is to raise the operating temperature, and the Henry Wiggin company, with its series of Nimonic metals, has done magnificent work in this direction. But the alloys have not yet caught up with the temperatures that gas turbine engineers would like to use, and although ceramics and powder metallurgy have been mentioned as means to higher temperatures, no very striking development seems to have taken place in either direction. There was a brief surge of excitement over titanium, but it was found that above about 700 deg this exceptionally tough metal absorbed oxygen and nitrogen and became brittle, and hopes now centre in alloys containing titanium, rather than in the pure metal, for really high-temperature work.

While power turbine efficiencies are not as high as they should be, the aerodynamic problems of power turbine rotors are not as great as those of compressors; this is a field in which only the specialist can wander without getting lost and it must suffice to say that here, as everywhere else, improvement is no doubt possible and will no doubt come, although the gains envisaged are small by comparison with some that are possible in other directions. But the thermo-metallic problems are by no means small. In addition to catering for the dissimilar expansions of blades and casing, to take a simple instance, the designer must also cope with the phenomenon of creep, which is the inability of a metal to return quite to its starting dimensions after being heated and expanded.

The crucial point, where the difficulties make themselves most apparent, is at the blade tips. Obviously, if the clearance between tips and casing is made too great then there will be considerable gas losses at that point (present practice results in a loss of about 4 per cent in output), but if they are made too small there will be fouling, and a very severe fouling at that owing to the terrific speeds at which the blades are travelling. It is at the blade tips that aerodynamic problems are intensified, and these introduce further mechanical problems of strength and vibration. There is a possibility that shrouding of the blades may offer an escape—partial, at any rate—from some of these turbine blade bugbears, and shrouding certainly "homogenizes" the structure, making life simpler all round. Here again, this is the specialist's field, as the most important aspect is aerodynamic.



The axial compressor, widely used in aircraft, but an expensive device owing to its extensive use of blading.

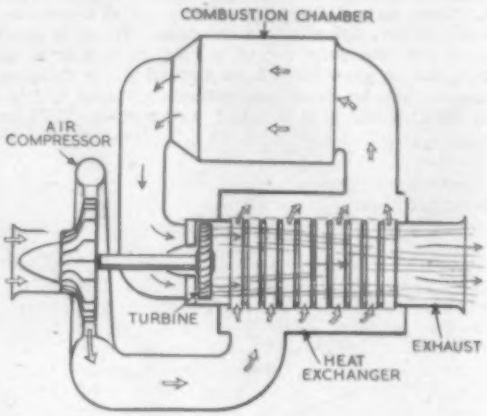


A crucial locality in turbine design is the blade tip, in the proximity of which much is happening. The clearance between tip and casing is very important.

Obviously the mechanical difficulties involved could be greatly reduced if adequate blade cooling were possible, and some hopes exist in this direction. It is quite simple to introduce a cooling medium to the rotor disc but it is not so easy to carry the process through to its logical conclusion and take the cooling medium right up to the tips of the tiny blades. Even this is being attempted, but owing to the tiny passages involved manufacture of the blades becomes even more a precision task than it is at the moment and the expense increases accordingly. A quixotic incidental reflection is that the gas turbine is too hot in some places and much too cool in others.

Blade manufacture and mounting are familiar difficulties in turbine technology. Rover's cut through the difficulties by machining their turbine rotors from the solid, but the complex shape is sufficient to show that quantity production by this method would be slow and expensive unless some extremely ingenious machine tool could be devised—not beyond the bounds of possibility. However, while it used to be thought that mass production of individual blades would be prohibitively difficult, experts no longer seem to hold this view. The "lost wax" process has solved some of the difficulties and in a recent Paper[4] on the subject by C. F. Kettleborough, B.Eng., Ph.D. (Sheffield), the difficulties are dismissed in the following paragraph: "Once the demand for the automobile gas turbine has been established, means will be found to mass produce the small blades required in light alloys, forging to profile, machined or cast." Mr. Kettleborough is not so optimistic regarding the mounting of the blades in the disc and dismisses the usual "fir-tree fixation" as too small. But he is, in fact, optimistic regarding production costs of turbine units as a whole, saying that they are not expected to be excessive and recording several claims that they will be considerably lower than for the piston engine.

The rapidly spinning shafts naturally require bearings and in the early days a good deal of doubt was expressed as to the feasibility of devising long-life bearings in such an application. Again, this difficulty seems to have dwindled, although experiment still continues with both ball and sleeve bearings. A more serious problem linked with bearings is the deterioration in balance as wear occurs and it is easy to imagine how serious out-of-balance can become with rotational speeds of 40,000 r.p.m. (compressor) and 30,000 r.p.m. (turbine). The attractive smoothness of the turbine would rapidly disappear.



The principle of heat exchange. Cool entering air flows round an exhaust heated chamber, thus attaining a temperature rise.

High rotational speeds of gas turbines demand extremely accurate balancing. This power turbine and shaft from the Chrysler unit are being checked on a stroboscopic test rig which detects vibrations as slight as 0.000025in (twenty-five millionths).

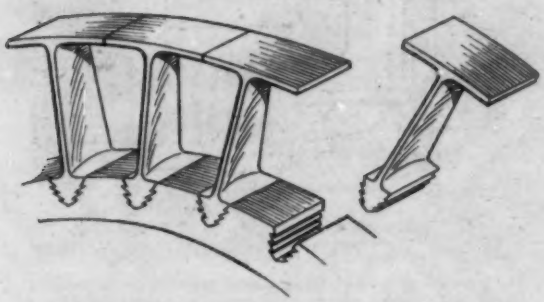
Mention of rotor speeds recalls a mysterious paragraph in the Paris notes of one of the world's leading financial journals, in which a new turbine was stated to have a revolution speed range of 300 to 1,500 a minute. Without further details little credence can be given to such figures, although in this revolutionary world anything can happen. Other sources of vibration in turbines originate from the aerodynamic characteristics of the blades and are tellingly described by such terms as "resonance" and "flutter." They are, however, less likely to crop up in a road application than in the air.

All these problems have been deliberately stated ahead of heat exchanger difficulties, because they are so frequently overlooked when heat exchangers are under discussion. It is so easy to fall into the error of thinking that all gas turbine problems would be solved if only a satisfactory heat exchanger could be devised. This is not so, and the severity of this admittedly major problem could be lessened with success in overcoming the difficulties already outlined. The conquest of each of these will add a fraction to the efficiency of the turbine as a power unit, and if there can be considerable achievement in these directions then a heat exchanger need not be called upon to make such a large contribution in order to raise the efficiency of the turbine above that of the piston engine, which is all that is required for the latter to see defeat staring it in the face. Increased efficiency can always be translated into m.p.g. terms.

None the less the biggest step towards a reasonable fuel consumption would be the installation of a satisfactory heat exchanger, which Chryslers claim to have done. Its job is to use the enormous amount of waste heat in the turbine exhaust to heat the compressed air and thus reduce the amount of fuel which needs to be burned in order to raise the gases to the desired temperatures.

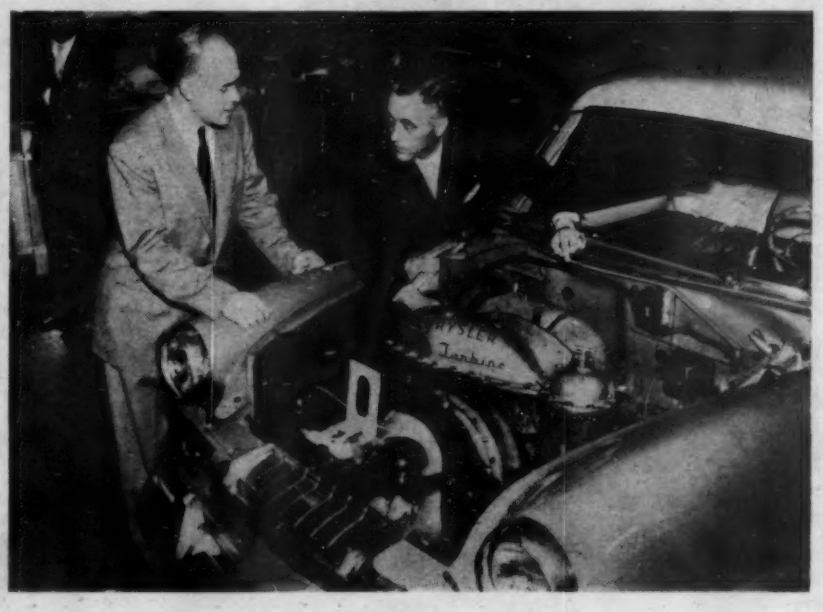
THE TANTALIZING TURBINE . . . . . continued

Two problems are involved: one is to transfer sufficient heat to be useful without occupying a prohibitive amount of physical space, the other is to overcome the mechanical difficulties associated with violent temperature changes in metals, to which an incidental difficulty is added of internal fouling owing to impurities in the gas stream. Two forms of heat exchanger exist: one, known as a recuperator, exposes a large surface to the heat and its opposite surface to the cold medium, the heat flowing from one to the other. The other, sometimes termed a regenerator, inserts a heat storage device alternately in the hot and cold mediums. It is easy to visualize the complex matrices that would be called for to provide adequate heat exchange within the small available spaces on a car and, from that point, to go on to consider the manufacturing difficulty and the cost. Yet it is generally agreed that the provision of a heat exchanger is necessary if the car gas turbine is to succeed. It is believed, for example, that the Rover gas turbine car, fitted with a heat exchanger, could give a petrol consumption of 12 to 15 m.p.g., a by no means unreasonable figure when the available performance is taken into account. The figures claimed for the Chrysler layout (18 to 24 m.p.g.) are directly competitive with large piston engine consumptions.



One way of overcoming some of the troubles in the neighbourhood of the blade tips of turbines is by shrouding, as shown in this diagram. Also evident is the "fir-tree" mounting of the blades in the rotor disc.

It seems to me that too much is often made of some of the features in which the turbocar differs from the conventional one. These are almost invariably quoted as detrimental to the gas turbine vehicle and one wishes that a little more detachment could be cultivated on the part of the critic. The absence of engine braking is typical, but the critics overlook two things: one is the happy and safe existence of Rover cars with free wheels used at the option of the driver, which, when the free wheel is in use, have no engine braking whatsoever, the other the adaptability of the human mechanism. If all the cars in use were capable of stopping in a distance of, say, ten feet from 30 m.p.h. and a newcomer appeared on the horizon which was incapable of stopping from that speed in less than 30 feet a similar outcry would no doubt go up. Yet the latter figure is the commonplace theoretical one for the one hundred per cent efficient car of today. In other words, braking efficiency is a matter of degree, and the reaction of the human brain to it is relative, with the result that the absence of engine braking on the gas turbine car will be a problem only until drivers have forgotten how the piston engine can be made to serve them as a brake.



The Chrysler unit is a neat fit in the Plymouth bonnet. In spite of the bulk of the heat exchanger and ducting, the engine is only 32in long, 33in wide and 28in high. It weighs about 200 lb less than a comparable piston engine.

Silencing

I recall several experiences with the Rover free wheel and can foresee no great difficulty; in fact, the amount of thought that is going into providing engine braking on gas turbine cars would, I feel, be better spent on other problems. Silencing is another subject of which too much is made. It is forgotten that a miracle of silencing is accomplished with the piston engine, in which each explosion is a loud bang, as anyone ruefully remembers who has experienced an exhaust fracture ahead of the silencer.

This article has deliberately dealt with the difficulties and not with the attractions of the turbine and it may have conveyed an air of scepticism. If so, it is not intended. Quite apart from a personal predilection to believe in the turbine as a power unit for cars, an optimistic case can be made out by considering the history of similar devices. It took the piston engine about 50 years to reach its present state of efficiency and we ought to bear that in mind when chafing at the slow progress of the road turbine. The first of the few—the Rover Turbocar—was successfully demonstrated. The success has been reinforced by field experience elsewhere in the world—Laffly in France and Boeing in America. Kettleborough quotes Boeing results as indicating that, while neither fuel consumption nor wheel life of the turbine engine can be considered satisfactory, prospects for needed improvement are good. "In other respects," he continues, "it is reported that the turbine engine is already equal to, or superior to, existing truck power plants."

The report on the Laffly tests (on a ten-ton lorry) is electrifyingly laconic: "A maximum road speed of 70 m.p.h. was achieved."

[1] *Atti e Rassegna Tecnica della Societa Degli Ingegneri e Degli Architetti in Torino*, October, 1953.
[2] *Gas Turbines and Their Problems* (Todd Publishing Group).
[3] *Automobile Engineer*, August, 1953.
[4] *Internal Combustion Turbine and Road Vehicles* (Kettleborough).

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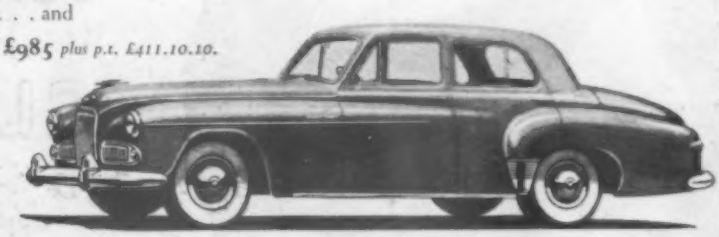

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NEWS and VIEWS

Successful Stockholm Show

THE total number of visitors to the Stockholm show, which was open from March 26 to April 4, was 193,152. This means that the Stockholm show was the most popular in Scandinavia so far, the show in Copenhagen having been attended by some 175,000.

According to the organizers, the Stockholm show may be repeated next year or the year after. From the economic viewpoint it was a success.

Better Highways in S.A.

IN South Africa the national transport commission has been authorized to spend £3,485,000 this year on the extension and improvement of what are regarded as national highways. This expenditure will be in addition to the road improvement programmes of provincial and municipal authorities. One of the national projects is to be the making of a spectacular new road across the great Zuurberg range, linking Cradock and Port Elizabeth in the Eastern Cape Province.

S. Gordon Marshall

THE death has been announced of Mr. S. Gordon Marshall, business manager of Temple Press, Ltd., since 1946. Born in 1893, Mr. Marshall took up his first position in the motor industry at the age of 17, serving it in various sales capacities until the 1914-18 war, when he joined the Royal Army Service Corps. In 1918 he rejoined the motor industry and held progressive positions with Riley and other firms until, in 1938, he joined Temple Press, Ltd., as provincial business manager.

Mr. Gordon Marshall was a former member of the Council of the Motor Trades Association, and of their executive committee; he was also a member of the sales managers and advertising committees of the S.M.M.T. He is survived by his wife, to whom *The Autocar* extends its deepest sympathy.

Austin Record Output

DURING March, Austin production reached a record output, for any single month, of 20,634 vehicles. Of this total nearly 13,000 were exported to earn foreign currency from over a hundred different countries to the value of £8,598,150.

Australia was the main overseas buyer, taking 2,500, then Canada with 2,200 U.S.A. 2,000, Sweden 1,350, South Africa 600 and New Zealand 550.

The figures represent an increase of nearly 4,000 vehicles exported compared with the best month last year.

NEW REAR LIGHTING REGULATIONS

EXISTING rules about the size and position of rear lamps and reflectors are being revised by the Minister of Transport as the result of the passing in Parliament of the Road Transport Lighting Act, 1953. The Act requires pedal cycles and solo motor cycles to have a reflector in addition to a rear lamp and nearly all other vehicles must have two lamps and two reflectors instead of the single lamp currently required. The new rules for reflectors will apply to all vehicles from October 1, 1954, but the rear lamp regulations will come into force in three stages with only new vehicles having to conform to the regulations by that date. Existing pedal cycles and tricycles (including motor-assisted cycles not exceeding 50 c.c. engine capacity) will have to conform a year later; all other existing vehicles will be affected by the new rules a year later still (October 1, 1956). Trailers will have to conform to the rules affecting the towing vehicles.

Ministerial Plea

Although none of these new regulations is yet in force, the Minister has issued details in the hope that manufacturers and owners of vehicles will try to meet the new requirements as soon as possible. Under the new regulations many small reflectors now in use will not be legal, for if the reflectors are circular they will have to have a reflecting surface not less than 1½in in diameter. If they are of any other shape they will have to have the equivalent reflecting area. A minimum size will be fixed for rear lamps for the first time; those on cars will have to be not less than 2in in diameter if circular, or equivalent in area if of any other shape. The minimum diameter for lamps on motor cycles and sidecars will be 1½in. What is particularly welcome is the setting of a minimum power of six watts, and it has also been decided that where two lamps are required they must look alike and be so wired that if one goes out the other remains alight.

One of the most serious omissions existing in present lighting regulations remains unchanged; the poorly lit pedal cycle will continue to prove almost invisible when the vision of drivers is affected by dazzle, and so on. Although the lamps on pedal cycles will have to be not less than 1½in in diameter, the power will not be specified beyond the existing requirement that they shall be "visible from a reasonable distance."

The positioning of lamps and reflectors will vary according to the class of the vehicle, and for cars the requirements are as follows: The two rear lamps must be placed, one on each side, not less than 1ft 9in apart and not more than 1ft 4in from the outer edge of new vehicles or 2ft on existing cars; they must not be more than 3ft 6in or less than 1ft 3in from the ground and not more than 2ft 6in from the tail end of the car. These rules will be the same for reflectors except that on existing cars they must not be more than 1ft 4in from the outer edge. The lamp and reflector on one side must be at the same height as the second lamp and reflector on the other.

An extraordinarily ambiguous statement on the future of vehicle rear lighting was made recently by the Minister in the House of Commons when he said that he intended at a later stage to fix in more detail a standard of performance of reflectors and lamps. While this would seem to be desirable, the Minister took the meaning out of his own remark by adding that manufacturers and owners of vehicles might rest assured that lamps fitted at the present time in accordance with the proposed requirements would "not be illegal when, as contemplated, those requirements are replaced by revised specifications."

Vanguard M.P.G.

A CERTIFIED trial was carried out by the R.A.C. during March on a Standard Vanguard equipped with a Laycock-de Normanville overdrive, for the purpose of finding out its petrol consumption rate. The car was selected at random by the R.A.C. from the company's assembly lines and was run-in under constant supervision for a distance of about 1,500 miles. The test was then started and, over a distance of 140 miles from London to Bexhill and back, at an average speed of over 31 m.p.h., the m.p.g. was 28.74. On the second run of over 200 miles from London to King's Lynn and back, at an average speed of over 41 m.p.h., the m.p.g. was 27.06.

Particularly harmonious lines have been achieved in this shooting brake conversion of a 1951 Austin A.90 convertible by E. D. Abbott, Ltd., of Farnham, Surrey. The side panels of the car were retained and a top structure was made of ash framing, plywood panels and an aluminium panelled roof.

NEWS and VIEWS . . . . . continued

U.S. Production

FOR the first time since July, 1953, in the week ending March 20 this year, all car manufacturers in the U.S.A. were operating at the same time. This resulted in a total production for the week of 143,805 vehicles, compared with 132,673 in the previous week. The increase is expected to give a production total for the first quarter of the year of 1,416,000 cars.

Gardens on View

BEAUTIFUL private gardens in England and Wales will be open to the public this summer on various dates under the National Gardens Scheme, which is organized in aid of the Queen's Institute of District Nursing. A list has been published of the gardens open, giving the location, days and times of opening and so on. To assist the scheme and to help motorists wishing to visit the gardens, all R.A.C. road patrols have been supplied with a copy of the list so that they can give directions to drivers.

Army Safe Driving Cup

A FINE silver cup was recently presented to the Army by Lord Brabazon of Tara on behalf of the Royal Society for the Prevention of Accidents. It is inscribed "Presented to the Army by the Royal Society for the Prevention of Accidents as an Annual Trophy for the Encouragement of Safe Driving," and was received on behalf of the Army by the Rt. Hon. Antony Head, C.B.E., M.C., M.P., Secretary of State for War.

In his presentation speech Lord Brabazon said that the problem of road accidents was the personal responsibility of each member of the public and he was pleased to have the opportunity of declaring that the Services were genuinely interested in road safety. Mr. Head, in turn, said that the Army's accident rate was now showing a downward trend and he explained that the cup would be competed for between units of the Royal Army Service Corps, and would be awarded annually to the most successful unit.

Lord Brabazon of Tara (right) presents the Ro.S.P.A. safe driving cup, which is to be competed for by units of the Army, to the Rt. Hon. Antony Head, Secretary of State for War. (See paragraph above.)

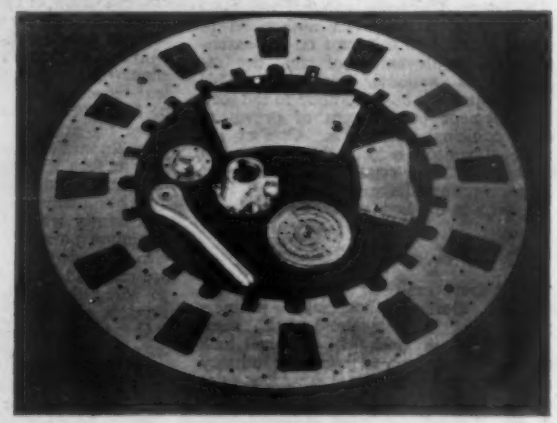
MOBILGAS INTRODUCE ADDITIVE FUEL

THE additive war continues, and the British motorist, with his innate sympathy for the challenger, is glad to see that the Vacuum Oil Co., Ltd. have introduced a special grade of additive petrol. Vacuum were late coming into the fuel market in Britain and their Mobilgas pumps are by no means familiar as yet.

The new fuel is the result of the Thermofor catalytic cracker coming on stream at the Coryton refinery at the mouth of the Thames. This permits a highly refined Mobilgas to be extracted from crude oil in this country and the fact is part of the story of "double-powered Mobilgas Special," as the new fuel is known. Previously, the first-grade Mobilgas has been imported in a refined state.

Three of the eight special virtues of the new petrol are obtained in the refining stage. These are the high octane number—comparable with those of competitive fuels—the increased volatility, and the control of the vapour formation which results in fuel lock. Five other claimed virtues are achieved by additives. These are the control of pre-ignition, which Vacuum have found to be much more prevalent than was suspected; control of high-voltage leakage across sparking plug insulation, which results in misfiring at high speeds (though this may be imperceptible); the reduction of engine-propagated gum; the prevention of rust in fuel tanks and, perhaps most important of all, in the light of recent experiences, the prevention, except in an almost harmless form, of carburettor icing.

As motorists will have gathered in a recent reference in *The Autocar*, the vastly increased volatility of first-grade fuels has resulted in considerable carburettor icing because of the extraction of heat from its surroundings by the evaporating fuel. In all passages with which the fuel comes into contact, Vacuum claim to have prevented ice from forming by means of an additive which deters adhesion. Icing does not always result in complete engine stoppage, but may manifest itself in excessive fuel consumption, or a liability to persistent stalling before the engine has warmed up properly; additionally, persistent stalling when the engine is very hot is often a sign of vapour lock, to which a highly volatile fuel must, of course, be extra susceptible.



A miscellany of castings after being treated by the Roto-Finish process of deburring, radiusing and polishing to which reference is made below.

IMPROVING THE FINISH

AS a result of lively competition between the motor manufacturing companies of many countries, developments in production technique have been introduced frequently in recent years. Much the same has occurred in the aircraft industry, although for a different reason. Not only are aircraft companies competitive in their designs as a whole, but they also have to strive constantly for increased safety of components with the maximum saving of weight.

Last week a demonstration was given in London of a finishing process for castings which is widely used in the aircraft industry and which would appear to offer the means of a further advance in car production technique. The demonstration was arranged by Roto-Finish, Ltd., of 39, Park Street, London, W.1, and it consisted of a display of barrel-like containers of various sizes into which were placed rough castings of many different types. Into the barrels also went stone chips, water and a special compound to set the degree of abrasiveness of the chips.

There was rather more in it than simply swishing the mixture round in a barrel, as might be expected, but the process was, nevertheless, extremely simple and a very accurate control on the deburring, radiusing and polishing of the castings was maintained.

After this demonstration, Mr. W. Sales, O.B.E., the director of aircraft development of the Ministry of Supply, described how this technique had been accepted by the aircraft industry, where strength and light weight were so important. He conjectured that at present car manufacturers were not very worried about weight even though lightness was important if good performance and m.p.g. were to be obtained.

There is much truth in his remarks. Motorists who take an interest in their cars, and who are of a critical turn of mind, like to see components no larger than necessary and well finished, remembering that a polished finish gives extra strength in itself. While hand-finishing of castings remained an expensive process it is not surprising that larger and heavier section rough castings were used, but it is to be hoped that the use of simple, accurate "mass production finishing" will be seen in the motor industry for the inexpensive improvement of the product.

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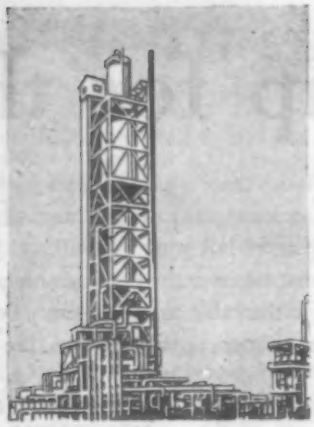
DOUBLE POWERED

New Mobilgas Special

★ **POWERED** in Britain's only thermofor catalytic cracking unit—for high octane and energy value

★ **POWERED** by the most effective combination of chemical additives ever put into petrol

Refinery



At Coryton, Britain's only thermofor catalytic cracking unit has now come into production. It is making the exceptionally high quality petrol stocks that are now blended into New Mobilgas Special—the most complete petrol ever offered to British motorists. These petrol stocks themselves provide exceptional anti-knock and energy values. In New Mobilgas Special they are reinforced by a complete range of new chemical additives, to give *your* car, over the wide range of operating conditions, *better performance and greater economy* regardless of its age or make.

Before the formula of New Mobilgas Special was finally decided, Vacuum engineers, helped by a patented cathode-ray engine analyser, made exhaustive road tests to find out the exact petrol needs of British cars large and small, new and old, of many makes. These tests helped to determine what combination of additives would be most effective for the engine of *your* car.

So there are three big reasons for the better, more economical motoring that New Mobilgas Special gives you: the excellent anti-knock and energy values of the petrol stocks from Britain's only thermofor catalytic cracking unit; the most effective combination of additives ever put into petrol; and a balanced formula which has been carefully designed for *you*—to give *you* more motoring benefits than any other petrol.

HOW NEW MOBILGAS SPECIAL WILL IMPROVE YOUR CAR'S PERFORMANCE—REGARDLESS OF ITS AGE OR MAKE

1. **Most miles from each gallon**—because of the high anti-knock and energy values of the petrol stocks from Vacuum's unique thermofor catalytic cracking unit.
2. **Eliminates power loss and damage caused by pinking**—by providing the high anti-knock value required for smooth combustion and knock-free power.
3. **Prevents pre-ignition caused by glowing engine deposits**—a new chemical additive prevents the deposits from glowing, eliminates the knock and uneven running that pre-ignition causes.
4. **Sparking plugs fire better**—because the same new additive reduces plug fouling, and adds thousands of miles to useful plug-life.
5. ON COLD DAYS—**corrects slow starting, engine spitting, and sluggish operation**—by quicker vaporizing for instant starting, least use of choke and smoothest acceleration.
6. ON COOL HUMID DAYS—**corrects power loss and stalling**—an exclusive additive prevents ice (often formed by evaporative heat loss in the carburettors of most cars in Britain) from suffocating engines idling at traffic stops before they are properly warmed up.
7. ON HOT DAYS—**corrects hard starting, stalling, and power loss**—because improved refinery blending reduces the formation of hot-weather gas bubbles in fuel systems, and so prevents fuel-starvation.
8. **Saves the power and petrol that gumming can waste**—an exclusive combination of additives prevents gumming of carburettor parts and inlet valves.
9. **Prevents fuel-tank rusting**—another exclusive new chemical additive prevents the rusting of petrol tanks by condensation—and so prevents particles of rust clogging carburettor jets.
10. **Preserves engine tune**—exhaustive road testing has shown that New Mobilgas Special keeps modern high-compression engines at peak performance longer—and corrects more troubles on older cars than any other petrol.

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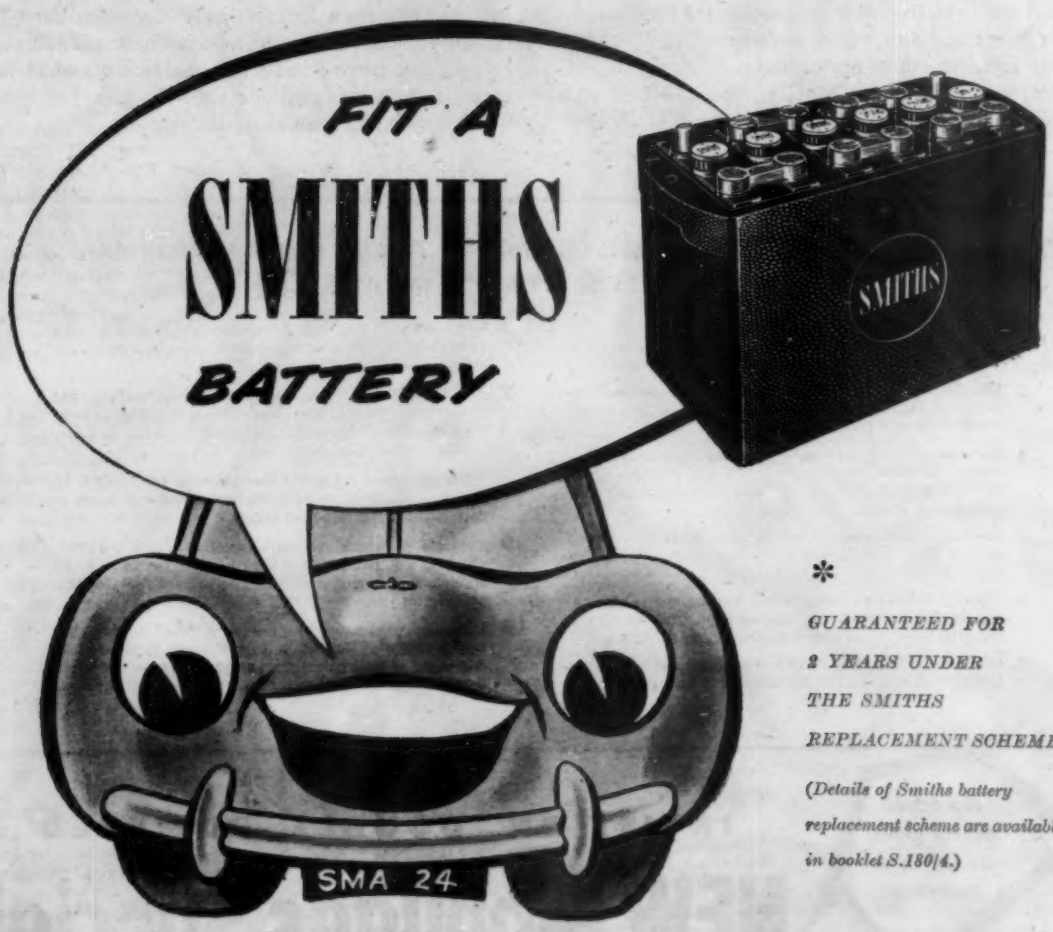
NEW LONG-LIFE SEPARATORS The new, rigid microporous rubber separators in the latest Smiths battery are far tougher than wood, and unsurpassed in electrical efficiency. In fact they are absolutely reliable and virtually indestructible.

IMPROVED VENT PLUG The latest Smiths batteries have a new vent plug, which, by the baffle arrangement of its vents and its unusually large spray chamber, effectively prevents the escape of acid through gassing —and the consequent corrosion of terminals.



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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

These Poking Creeps

"IF the creep wants to poke, let him do it on side or back roads but only a real pig will block traffic on a main and only throughway. If you harness bulls would only tag these guys for holding up traffic, you'd be doing a lot to cut down highway deaths."

That is Tom McCahill, one of America's magazine car testers, giving advice to the police to take action against slow drivers who cause queues to build up on main roads. I find McCahill very readable in content, and I like the way he says exactly what he thinks about the cars he tests; the

Real pig.

aptness of his similes is the mark of the real journalist. But I do wish he wouldn't do this sort of thing. It is slang stuff, and unworthy of motoring journalism, however much his American readers lap it up. The pity is that, if America's tendency to use this sort of language continues to grow, the time will come when American will be unintelligible unless the language has been studied.

* * *

30 m.p.h.

AS one who tries to practise what he preaches, I must say, citizens, that I hope some sort of action follows the remarks of the Oxfordshire Chief Constable on the speed limit (he deplored its disregard and suggested that a review of restricted roads might lead to fewer signs and more respect). Very occasionally I find myself with a car fore and aft, the drivers of which are content with the legal speed, and it is indeed a rest cure, for one proceeds smoothly in convoy mile after mile and all the irritation and danger seem suddenly removed from city driving.

The 30 m.p.h. driver on his own has a very thin time these days. Unless he really hugs the kerb he is hooted and harassed by his overtaking fellows, and he quickly learns to lip-read rather rude versions of "slow-coach" through the windows of other cars. If he hugs the kerb he will inevitably find himself baulked by a parked car or a couple of cyclists, an overtaker having ruthlessly shut him in behind them. But the worst affliction is cutting-in; I find that, about six times per mile, I am drastically cut in upon, and I tend to drive with the hand hovering over the horn button to let the cutters-in learn of their misjudgment. I regret to say that London's streets are not very charitable places during the rush hours.

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Lebensraum

AM I cantankerous in thinking that the men who repair and dig up the roads demand much more space in which to do it than they used to? Time and time again I have passed road works the barriers guarding which are needlessly far out into the fairway. Give 'em room to move by all means, but on one or two occasions the difference has been between single line and double line traffic.

Incidentally, how few drivers can use the minimum for double line traffic! I reckon that in a tight squeeze over, say, fifty yards, a driver should be able to keep his left-hand wheels at about a steady foot from the obstacle. The heavy vehicle drivers beat us at this game, although some would argue that it is by virtue of good visibility. Perhaps, but it is also practice.

A car driver should be able to position himself well by sighting on the right front wheel. The track of one's car is so well known that it should be possible for a motorist to say to himself, "If I put my right front wheel *there*, the left front will be within a foot of the kerb."

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Appreciate.

Affinities

THERE is an undoubted affinity between the doctors of this country and their cars, for the number of readers of this journal who are members of the medical profession seems to be disproportionately large. Why is this, I wonder? The usual reason quoted is that doctors depend so much on their cars, and are such confirmed car users, that they grow to like and appreciate the qualities in them that give efficient service. Personally I would have thought that there was a deeper reason. It seems to me that a doctor is an engineer by instinct, regarding the human body as a mechanical device. Otherwise I do not see how he can be sufficiently detached emotionally to contemplate the illnesses to which the body is subject. If he is an engineer, then the mechanical principles involved are so absorbing that the emotional side can be forgotten; so he will by inclination be tickled by cars and driving them.

Against that I must recall that one of my oldest friends and greatest benefactors was a doctor (he is now retired) and that he is also a brilliant, sensitive painter. Engineers are rarely artists.

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Speed

HAVING left the town decorously the other night, I suddenly found that the radio palled and that the stars were shining brightly. The road was dry. It was late. The foot in such conditions goes inevitably down and I enjoyed one of those fast, rocketing runs along a lonely fifty miles when the car seems to have wings. The attraction of speed remains inexplicable. You might say that man always wants to do something which he is not endowed by nature to do, but that argument will not hold water as regards flying, for one of the contemporary "problems" which I heard discussed recently was how to make Britain air-minded; leave me out, I say. I am fond of my four wheels. Are we, then, subjected to an atavistic desire to escape from danger by outpacing it? I doubt that. And there is no poetic "dewy grass" reason to be deduced. In open car days one might have expressed a desire to feel the wind beating one's brow, but within my heated saloon there is no more beat at 70 than at 7, although, if I turn the fan rheostat, a little more hot air bathes the Scribal feet.

Anyway, speed certainly has a pull to which most motorists respond, and when the circumstances permit I see no harm in fast travel. Most drivers I know are agreed that the favourable circumstances involve darkness because of the excellent tell-tale provided by head lamps emerging from side roads.

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Autobahn "Dangers"

WHILE the politicians are industriously trying to excuse their failure to provide motor roads by hinting that they are terribly dangerous affairs, let me just interject the fact that accident risk on Hanover State roads in Germany has been found to be 2½ times greater than on the *autobahn*. Even the death figure was larger (which it sometimes isn't, owing to the seriousness of high-speed accidents); on the State roads it was 0.15 and on the *autobahn* 0.09.

Easter Adventures

Plenty of Variety in this Weekend's Sporting Events

The tense excitement of the start. De Graffenried's Maserati moves off between the B.R.M.s of Wharton and Parnell in the race at Goodwood last Easter Monday for the Glover Trophy.

ONCE more the Easter holiday is upon us, with its concomitant programme of events of all kinds to attract the enthusiast, as either competitor or spectator. First—the speed events. Naturally, the International race meeting at Goodwood on Easter Monday ranks high in the list, and although there are not many entries from abroad, yet the chance of seeing Ascari (world champion racing driver for 1953) and Swiss Baron de Graffenried in action will prove a considerable attraction.

The events in the programme comprise the Lavant Cup race (formula 1 cars), the Chichester Cup (*formule libre*), the Earl of March Trophy (formula 3), the Richmond *formule libre* 50-mile race for the Glover Trophy, and handicap events (two each) for racing and sports cars. The first race is at 1.30 p.m.; Goodwood is just north of Chichester, in Sussex. Admission charges are as follows: enclosures 6s (children 3s); transfer to stands 21s, to paddock 20s; car parks 10s and 5s (coaches 10s, motor cycles 1s).

Among the companies running special coach services to Goodwood for the meeting are George Ewer and Sons, Valliant Direct Coaches, Southdown, London Coastal Coaches, and many more from as far away as Leeds.

GOODWOOD ENTRIES

Formula 3 Racing Cars.—Arnott: T. J. H. Bennett; **C.B.1:** T. J. Clarke; **Cooper:** S. Moss, A. Brown, L. Leston, E. Brandon, R. Nuckey, J. E. Hall, C. M. Mauritzen, G. Maude, A. E. Elliott, Hon. E. G. Greenall; **Kieft:** W. Ford, D. Parker, J. Westcott; **Mazzolitre:** J. E. Byrnes; **Revis:** R. G. Bicknell; **Schleicher:** K. Busch; **Starlite:** E. Fenning.

Racing Cars Over 500 c.c.—Aston-Connaught: C. le S. Metcalfe; **B.R.M.:** K. Wharton, R. Plockhart; **Connaught:** L. Thorne, L. Marr, K. McAlpine, A. P. R. Rolt, C. D. Boulton; **Cooper:** L. Leston, O. E. Simpson; **Cooper-Alta:** E. Brandon, P. N. Whitehead; **Cooper-Aston:** R. Nuckey; **Cooper-Bristol:** J. Somervail or J. R. McBain, J. K. Hall, C. M. Mauritzen, A. Brown, D. B. Beauman, R. Gibson; **E.R.A.:** J. Somervail, E. W. Holt, C. J. Hamilton, J. D. Lewis; **Emeryson:** P. R. Emery; **Ferrari:** R. Parnell; **Ferrari Thin Wall Special:** A. Ascari; **H.W.M.:** J. Duncan Hamilton or L. Macklin, E. N. Whiteaway, A. Brooke; **Maserati:** E. de Graffenried, B. F. Salvadori, J. Goodhew, F. W. Kennington; **Rapier:** D. Richmond; **Rover-B.M.W.:** R. A. Searles; **Turner:** J. H. Webb or J. E. G. Fairman, O. Rolls; **Vandervell Vanwall Special:** A. Ascari.

Sports Cars.—Alfa Romeo: N. H. Mann; **Allard:** E. W. Cuff Miller, R. Carnegie; **Aston Martin:** A. P. R. Rolt, Sir J. Boles, O. M. Walters; **Austin-Healey:** R. Plockhart, R. M. Hampton, J. F. Dalton; **Connaught:** K. McAlpine, J. Coombs; **Cooper-Bristol:** A. Brown, T. A. D. Crook, A. P. O. Rogers; **Cooper-M.G.:** J. B. Naylor; **Darracq:** J. Goodhew; **Delahaye:** D. Margulies; **Emeryson:** P. Emery; **Frazer-Nash:** C. A. S. Brooks, J. V. Green; **H.W.M.:** R. A. Page, G. Abecassis; **J.A.G.-M.G.:** R. D. Steed; **Jaguar:** J. R. Stewart, A. P. R. Rolt, J. Duncan Hamilton, M. W. Head, J. A. Keeling, B. Baxter, R. E. Berry, A. T. Bik, K. N. Rudd, E. Protheroe; **Jehu:** J. W. Horridge; **Kieft:** J. E. Byrnes, P. R. Crabb, D. J. Calvert; **Lagg-Talbot:** R. W. Fitzwilliam; **Lester-M.G.:** O. A. Ruddock; **Lotus:** C. Chapman; **Lotus-M.G.:** M. Anthony; **Maserati:** R. P. Salvadori; **R.G.S.-Atalanta:** R. O. Shattock; **Sphinx:** T. Sopwith; **Tojeiro:** F. C. Davis.

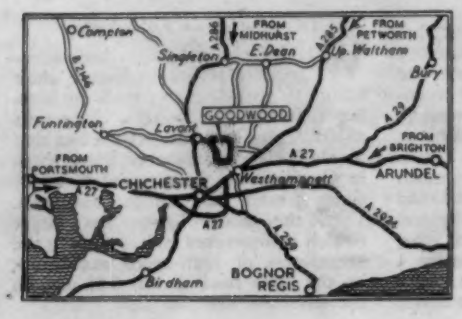
Also on Easter Monday is the first Brands Hatch meeting on the newly lengthened circuit (lap distance now 1.24 miles, races to be run in a clockwise direction—opposite to that previously used), which is organized by the Half-Litre C.C. Another innovation is that racing will not be confined to formula 3 cars; sports cars of under 1½-litre capacity will also have their events. The first race will be at 2 p.m.; Brands Hatch is on the main London-Maidstone road (A20) near Fawkham, in Kent. Admission charges are as follows: enclosures 4s (children 1s); grandstand 3s 6d extra; parking, cars 5s, motor cycles 2s.

Other speed events over Easter include the race meeting at Brough, in East Yorkshire, on Saturday, in which formula 3 cars have their place although it is primarily a motor cycle meeting; the Pembrokeshire M.C. hill-climb at Lydstep, near Tenby, on Easter Saturday at 1.30 p.m., and the West Cornwall M.C. Trengwainton hill climb at Madron, near Penzance, starting at 2 p.m. on Easter Monday.

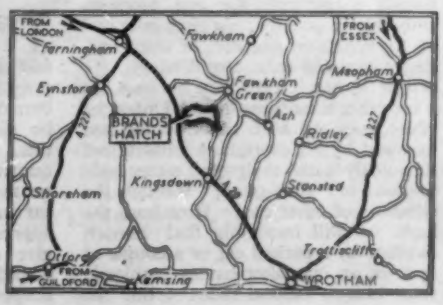
To turn to the field of trials and rallies: the M.C.C. Land's End Trial starts tonight from three points—Old Sheep Market, Launceston, first car leaving at 11.06 p.m., Queen and Castle Hotel, Castle Green, Kenilworth, 11.45 p.m.; Gavin Fairfax Garage, opposite Wheatsheaf Hotel, Virginia Water, 12.24 a.m. Competitors converge on Taunton early on Saturday morning for the breakfast stop and then follow the same route to the finish at Land's End. Observed sections are Crowcombe, Stoney Street, Station Lane, Beggar's Roost, Darracott, Crackington, New Mill, Hustyn and Bluehills Mine 1 and 2.

There are 181 entrants for the Ulster A.C. Circuit of Ireland Trial, which starts from Belfast late tonight (Friday) and from Dublin in the small hours of tomorrow morning. The route covers 1,000 miles and eight special tests, including a hill-climb and a circuit speed test, have to be negotiated on the way to the finish at Bangor on Tuesday morning.

The Scottish Sporting Car Club have received a very satisfactory entry for their annual National rally, the Highland Three Days, which takes place this weekend. Arrangements for the event are similar to last year's—a full day of rallying on Saturday and Monday, in which road sections will be interrupted by driving tests, plus an evening's sport on the Sunday with involved navigation and driving tests in the dark. Based on Gleneagles Hotel, the Highland Three Days starts from Glasgow's Blythswood Square at 9.31 a.m. on April 17.



Scenes of the two major racing events this weekend, Goodwood and Brands Hatch are shown here with their approach roads.



ROVERING AROUND

Moonlight in the French Alps at 4 a.m. The Rover is nearing the end of a day's run from Strasbourg, up north through Luxembourg and then down to Gap. Here it is south of Grenoble.

The first overnight halt was in Strasbourg, where the cathedral was used as the landmark for navigation of many of the city's narrow streets.

THREE WEEKS' CONTINENTAL MOTORING WITH A ROVER 90 DOING MOST OF THE WORK

By MICHAEL CLAYTON

THE recent announcement that Louis Chiron had at last been recognized as the 1954 winner of the Monte Carlo Rally acted as a reminder that the event was held this year in good weather conditions for the month of January, and although it was only part of the reason for a Rover 90 adventure, rally coverage gave the car its first task on foreign ground. The Rover itself came into the picture early, and after the rally two Fiats and a Panhard were to be added to the list of cars; many hundreds of miles, mostly in Italy, would swell the mileage covered to about 4,500, and much of this total was to be covered on snow and ice.

The object of the exercise in which these cars were involved was threefold: to assist in compiling the rally report; to carry out road tests of Continental cars, and to get extensive experience of the new Rover 90 for the purpose of a future Road Test.

From a personal point of view the journeying was also to include a welcome visit to France, Luxembourg and Belgium, and provide an opportunity to see more of Italy than had been possible previously. Colleague John Rabson, myself and the Rover were to stay together for the whole trip, while William Banks, of the photographic staff, was to start out with us but return by air at the end of the first week.

The rally is history. But the Rover is still new and therefore news, and it is fitting to mention something of its preparation. In expectation of bad weather (which arrived for us *after* the rally) the car was fitted with the recently introduced Dunlop Winter Extra Grip tyres. Extra equipment appropriate to the season included chains, emergency tyre grips, two spades and Trewella de-ditching gear, none of which was used; and, to carry most of it, a roof rack. The car had been prepared by its manufacturers with great attention to detail, some evidence of their care being in the cellulosing of the roof rack to match the dark green of the body. The result was smart and practical, giving added confidence to a crew who knew that anything *might* be in store.

The choice of back-axle ratio was a spur to conversation, for we could have had an overall top-gear ratio of 3.9 or 4.3 to 1. We chose the former for Continental work, even though we were heavily loaded, had tyres that gave an oversize rolling radius, and also knew that there might not be much opportunity for high cruising speeds. As events proved, the 4.3 gearing would probably have been slightly better suited to the journey concerned, but it was felt that if we had been running on standard tyres our choice would have been favoured despite the hundreds of miles covered on snow-bound roads, and the heavy load. A Road Test appeared in *The Autocar* of March 26 in which comparative performance figures for this same car with the two ratios were given—without, of course, the additional special equipment carried on the Continental journey.

While running away from bad weather down the Italian coast with two Fiats, a coffee halt was made at the top of the Bracco pass. On such roads the Italian police forbid drivers to "level out" any corners, and at night head lamps must be dipped for every corner regardless of traffic conditions.

The first part of our route took us direct from Dunkirk to Strasbourg, and at once the suitability of the Rover for long-distance touring was demonstrated. After about 370 miles with stops only for coffee, lunch (at Rheims) and fuel, a sprightly trio attacked an early dinner at Strasbourg, and enough energy was left for a brief inspection of a fascinating city. Navigation through the maze of narrow streets was achieved by using the cathedral as a landmark, a building that intrigued us so much that we could always find reasons for making our way towards it.

At that stage the biggest mileages were still to come, and as we tackled one stage after the other our opinion of the car went steadily up, up and up. Unable to drive at a steady speed much of the way because of the necessity to stop and watch competitors, we went from Strasbourg to Luxembourg and on towards Liége, and after a brief tea-time halt set off for Gap, 'way down towards Monaco. From north to south, nearly 450 miles, dinner at Dijon was almost the only stop, yet none of us felt tired enough to bother about sleeping in the back of the car. When Grenoble was left behind and the Rover wound its way up into the Alps the

ROVERING AROUND . .

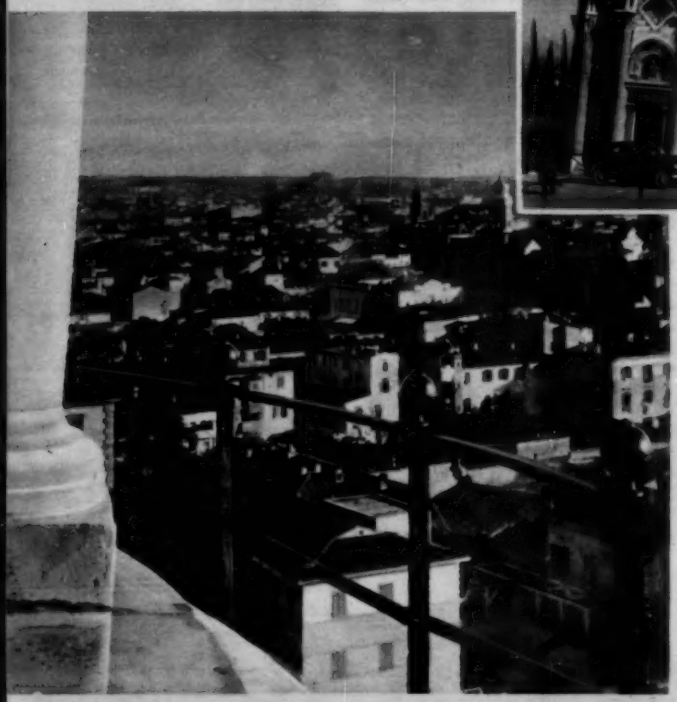
A scene that speaks for itself. The bus was about to enter the tunnel on the road to the French Riviera. When it reached the other end it found perfectly clear roads; but for the Rover conditions were to get steadily worse.

sensation of gliding along between the moonlit peaks with sound coming only from the snow tyres was so enchanting that Banks insisted on a 4 a.m. halt while he captured the scene with a press camera unused to such æsthetic enthusiasm.

It was always like this with the 90. The rather high overall gearing was felt most in the negotiation of the steeper Alpine hairpins, but the high second and third gears were particularly well suited to the bulk of the work, and as the mileage figure crept up on the recorder and in the log, the machinery continued its silent function without any loss of tune.

The weather was good until, on the route between Monte Carlo and Turin—the Italian Coventry—we came to a long tunnel which is also the border between France and Italy. The French side was clear, but the Italian side was thick with snow that became more rutted and more treacherous as we approached Turin. Here we appreciated a new aspect of the car; although the snow tyres had not been ideal on the wet and dry surfaces so far encountered, they now came into their own. Dunlops carried out extensive tests of these tyres before putting them into production, and certainly their performance shows careful design.

Like the familiar underside view of a car on the crane at a port, this picture could not be resisted. The Fiat entourage lines up in front of Pisa's famous tower, and (below) a lopsided view of the city from upstairs.



From the Italian border to Turin and, later, from Turin right through to Dunkirk, snow persisted on the roads, but chains or grips were never necessary. Although at that stage we were unfamiliar with the 90 on ordinary tyres there was no doubt that the snow tyres made a great difference to grip in bad conditions. However, they were not really suitable for extended use in good weather, tending to become damaged by fast driving on dry roads, and making a good deal of noise which was emphasized by the silence of the Rover machinery. Even allowing for the beneficial effect of the snow tyres, the car was impressive in these slippery conditions. It coped well with rutted surfaces, and when we had to make the best possible time to carry out our programme it was found that if pressed beyond the limit of adhesion the car slid gracefully, under control, and without malice.

But soon after its arrival in Turin the Rover had a rest, as John Rabson and I took over a Fiat 1400 diesel and the tuned version of the 1100, called the T.V. A Road Test of the 1100 appeared in *The Autocar* of April 2, but when we collected these cars from the factory there was doubt about successful completion of the tests. Rutted snow lay for miles around Turin, and as we reached Genoa we found

that fresh snow had beaten us to it. We fled south, finally getting dry roads beyond Leghorn, well on the way to Rome.

At this stage a member of the Fiat experimental department, Dott. Ing. Carlo Righi, introduced us to some of the local gastronomic delicacies, an experiment that was not without humour. We tackled a succession of these special dishes and, while interested at first in trying anything new, we gradually came to feel that an orthodox dish would provide an excellent square meal to which we could really do justice. At this stage we ordered roast bird, and sat back, waiting to get our teeth into a perfectly ordinary and well-cooked chicken (duck, perhaps?). But it was not to be. Thrush; more precisely, two thrushes each, wedged between pieces of fried bread. The wretched birds were without only their feathers, and we found that a popular method of going into the attack was to lop off the complete head (with beak) and crunch it up. . . .

But if food was unorthodox, coffee compensated. The Italians have welcomed the latest type of coffee-making machine with such enthusiasm that its use has become almost universal. Fresh grounds are used for each cup, and boil-

. . . . . **continued**

ing water instead of steam is used to such good effect that the resulting coffee is superb. These machines are being used in increasing numbers outside Italy.

But the serious business was motoring and, as we had found dry roads, performance data could be compiled. The 1100 T.V. was a splendid car of useful family size which had the performance and handling qualities of a sports car. To me it lacked only the extra firmness of suspension that I personally like in a car which will stand hard, fast driving. But roll was limited, as already recorded, the steering and brakes were good, and it felt safe. At 80 m.p.h. on indifferent surfaces, and with some cross wind, it needed driving with attention; but even in these conditions it remained safe, and such speed is very creditable indeed for a 1100 c.c. family saloon. I also liked the carburation: a double-choke Weber carburettor which normally uses one choke only, the other coming into operation at about three-quarter throttle for extra power. This has the appeal, if not quite the effect, of a supercharger which can be clutched in at full throttle. One can eat one's cake or not, according to mood.

From Very Good to Good

The 1100, like one or two current British cars, had a two-colour scheme in its de luxe (and in this case tuned) version. Few cars are so pure of line that a second colour does not help the appearance. The 1400 diesel was something quite different. An engine governor limits the revs, and this, with the engine torque characteristics, leaves little scope for snappy work in the indirect gears. It is not an exciting car —but, of course, it is not meant to be. This model is intended for really rugged service, reliability and economy. It was conceived as a maid of all work, suitable for the farmer, the local doctor, for anyone who wants comfort but is not interested in too many frills.

But although the manufacturers emphasize its utility aspects it should not be thought that the construction or finish has been skimped. The engine is unmistakably diesel at idling speeds, but once the car is under way one can forget compression ignition, and the handling in bad conditions and the freshness of the driver after hours at the wheel were notable. My only real criticism is of heaviness in the steering, but this complaint applies only to town work and winding roads of the Alpine type.

The two-car Fiat convoy returned to the Turin factory with some regret on our part, but there was another car on the list, though by this time the whole of Italy was snow-bound. The next car was to be one of the very interesting Dyna 54 Panhards, to be collected in Paris: to be collected, that is, if we could get out of Italy. Local opinion said that we should have to put the car on the train and travel tunnel-wise; but the Rover, released from its underground prison in Turin, bridled at the suggestion. We had not used chains

Only one adjustment had to be made to one of the Fiats during all the testing; this was to the diesel's brakes. The sign on the roadman's house indicates that Rome is 220 kilometres ahead.

Despite, or perhaps because of, dry patches of road alternating with melting snow the descent into Briançon was particularly tricky; but it was well worth stopping the Rover 90 to take in the views.

The boundary of France on the route for Briançon. Skiers were the main hazard on this road, but such scenery would not have been complete without them.

ROVERING AROUND . . . . . continued

so far, let alone de-ditching gear, so a straight course was set for Cuneo and the Mont Cenis Pass. The Mont Cenis was closed, and we aimed for Briançon, surmounting the main obstacle, the Col du Montgenèvre, without trouble.

Traffic hazards were virtually nil, but we did have some narrow escapes from exuberant but mainly inexperienced skiers who, travelling downhill towards us, were hard put to it avoiding the Rover and disappearing over the precipitous outer edge of the road. Some saved the day by adopting the prone position backwards, while others took up that position for quite a different reason which was Rabson's fault! At that time responsible for the navigation along a road with no side turnings, he adopted the role of cheerful holiday-maker, waving at each skier in turn. The result was alarming. They all *tried* to wave back, but their attention should have been concentrated on the descent. The instructors, of course, thought that my companion was no more than a friendly traveller. *They* could quite easily ski between car and road edge, and wave at the same time.

Hard Task

The descent into Briançon was treacherous in the extreme and we were disappointed to find that, at the bottom, conditions were little better. A tricky run through to Bourg completed the day's driving, and in the morning these bad conditions existed right through to Fontainebleau, the roads clearing just as we feared that the Dyna test might not be possible. But it was on this part of the run that the Rover gave its most impressive performance. In the very worst conditions of ice-covered, snow-bound roads, where they were constantly twisting about and rarely very wide, the car consistently put up an average speed of well over 30 m.p.h. If this achievement sounds lame, let it be remembered that every corner presented a major hazard and the camber alone was enough to draw the car from its course. We seemed to be crawling on surfaces that were tricky even for standing upright, yet the Rover covered the ground with unexpected speed, its inherent balance, so noticeable in dry road conditions, being a great asset.

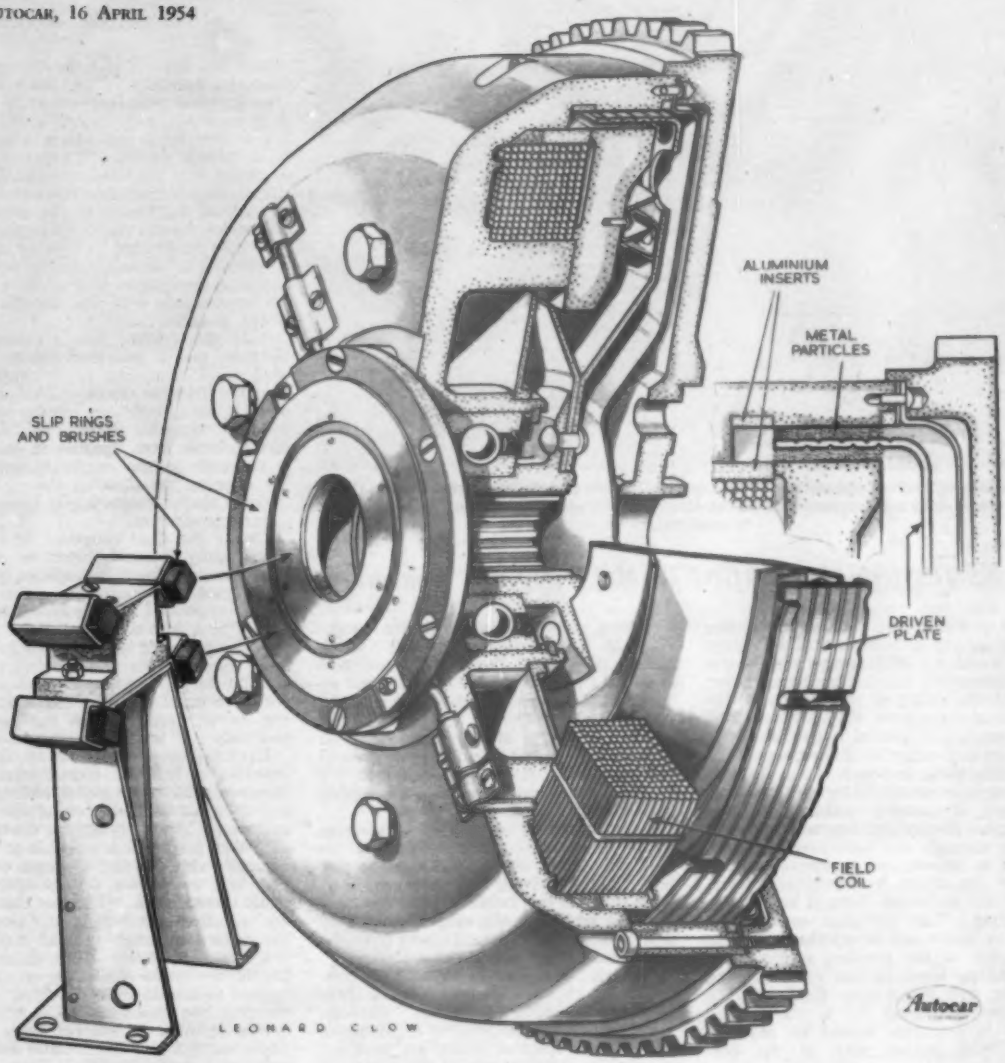
During the Alpine run out of Italy, and even in Paris, the weather was bitterly cold, with the temperature nearer zero Fahrenheit than freezing point much of the time; and it was in these conditions that the careful design details of the Rover became really noticeable. Not once did we put on our coats, for the heater, though not full on, kept up a fresh atmosphere and spring temperature. There were no draughts, no rattles, no discomforts.

When we transferred ourselves to the Dyna 54 it was in the knowledge that a test could be made in really tough conditions. Enough dry road was available to give this unusual car its head, but it was also faced with what were, by now, "normal" conditions of snow and ice. It came through with honour. After the Rover we took unkindly to the Dyna's heater, then, admitting that the heating of a fairly large car fitted with an air-cooled engine—in very cold weather—was no easy task, we donned more wool and settled down to enjoy some driving.

There is a lesson in the design of the Dyna, and it is to be hoped that other manufacturers will take it as a challenge. About the size of an average 1½-litre car, it has really good acceleration and a creditable top speed (75 m.p.h.; best one-way speed 75.5 m.p.h.: *The Autocar*, February 19). It handles excellently and stops as well. It gives the driver a real kick to take full advantage of the gear box. And it does all this with an economical twin-cylinder air-cooled engine of only 850 c.c. capacity. By British standards it is not perfect: few cars are. The noise level is higher than that in many cars of similar size and performance, and there is noticeable vibration in certain conditions. But these are points that should be capable of improvement. It may be held against the Dyna 54 that it is not necessary to use such a small engine, but enthusiastic motorists will not agree with this suggestion, for the car is a fine example of efficiency, and efficiency is surely a sound yardstick for comparison between car and car.

Parting with the 54 during the early evening, we decided to hustle our luggage out of the hotel, recover the Rover, and make for the night ferry at Dunkirk; and it was at this stage that the Continent gave us a kick in the pants as a farewell salutation. Unfortunately, road conditions were as bad as ever on the route north, and without stopping even for a meal we were hard put to it to reach the port on time. But we got there, and at about 1.30 a.m. found that the infamous Dunkirk lock gates were frozen up, and that no boat was scheduled for the foreseeable future. The Dunkirk lock gates can be one of the main irritations of crossing the Channel, but, now that spring is here, tourists can suffer only from their routine breakdown.

Drivers took two-hour shifts at the Rover's wheel, and this change-over halt was made with the characteristic French village background of decomposing plaster on what are nevertheless attractive buildings.



Magnetism replaces friction in this interesting clutch. The operation is purely by switching on and off an electric current which energizes the field windings visible in the drawing and attracts an iron-based powder to the region between the driving member and the clutch disc. At a certain stage all slip disappears and the clutch is locked solid by the massing together of the iron particles.

TRANSMISSION by MAGNETISM

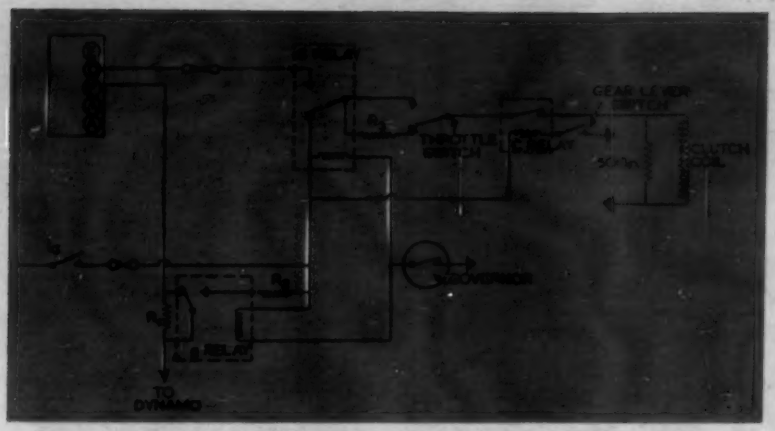
METALLIC PARTICLE CLUTCH PERMITS AUTOMATIC GEAR CHANGING

IN a recent article (*The Autocar*, February 12 and March 26) dealing with the general aspects of transmissions it was stated that the fundamental problem of abolishing the clutch pedal might be solved by some form of electrically operated clutch. Recently members of this journal's staff have driven several cars fitted with a device of this type developed by the Eaton Company of America and Smiths Motor Accessories in this country. This new transmission development is of considerable significance.

In its most simple transmission application the unit can be fitted in place of the ordinary friction clutch between a conventional engine and gear box, and it can be housed inside the normal bell housing. A car with a normal synchromesh gear box, assuming adequate baulk rings, is thus transformed to two-pedal control—very efficiently, according to this journal's tests. A more elaborate layout enables a completely automatic transmission to be produced—this without the need for fluid couplings, torque converters, and epicyclic gearing.

The basic clutch unit consists of a steel rotor member fitted with a coil which can be energized to form an electro-magnet. In the circular air space between what are, in effect, the poles of the magnet, is placed the flanged disc which forms the driven member, arranged so that there is a radial clearance of 0.05in on both sides of the flange of the driven member. A quantity of ferritic powder (powder containing iron) is placed inside the unit and the figures quoted by the American company give iron as two-thirds of the powder's volume (75 c.c.) and rather more than 90 cent of the weight (11oz). A dry lubricant is mixed with the powder. Experience suggests that the clutch is indestructible.

When the field coil is energized the



Three relays, two cut-out switches—one on the throttle and the other operated by the gear lever—and a governor comprise the electrical operating circuit for the magnetic transmission.

TRANSMISSION by MAGNETISM . . continued

powder and lubricant particles are drawn into the air gap on both sides of the driven member and it is claimed that the drive is then transmitted via the magnetic tension between the string of particles. To cite the case of one big car, the clutch, with 40 watts applied, is claimed to be completely free from slip under all driving conditions other than those in which slip is desired; such slip is permitted if this electrical consumption is suitably reduced. When the engine is running, but no current is flowing through the field coil, the iron powder is thrown into a reservoir at the side of the drum by centrifugal force. Under this condition there is no perceptible drag. The complete assembly is sealed by baffles and labyrinths to prevent the escape of the powder, a thin cover plate fitting between the outer driving member and the engine flywheel. To overcome the need for a complicated sealing system that would be required if the first motion shaft of the gear box were spigoted into the engine crankshaft in the usual way, a solid cover plate is used, and the driven plate, and gear box first motion shaft, are located by means of a sealed ball-race built into the rear end of the driving member. Thin pressed rings are also attached to both driving and driven members to prevent the particles from falling back into the centre of the clutch when it is decelerated or in the free position.

The electrical connections through which the current flows to energize the field coil are slip rings built on to the rear face of the driving member assembly. Each ring has two brushes. The insulator block on which the slip rings are mounted is so arranged that it stands away from the main clutch assembly to assist cooling.

The electrical equipment used in conjunction with this clutch consists of three relays and a governor switch. Initially, the clutch coil is energized by the dynamo, the characteristics of which are modified to suit the requirements of the clutch so that a smooth take-up is provided as the engine is accelerated. When the cutting-in speed of the governor is reached, the resistances used to reduce the dynamo output are cut out and the dynamo then functions normally. The clutch is thereafter supplied with current by the battery. A resistance is incorporated in the supply line to the clutch coil which is controlled by a throttle switch. When the throttle is closed this resistance is brought into circuit, thereby reducing the torque transmission of the clutch to the amount required for the car just to drive the engine (overrun conditions). This is desirable to provide a smooth take-up when the clutch is re-engaged after a down change has been made with the throttle in the closed position.

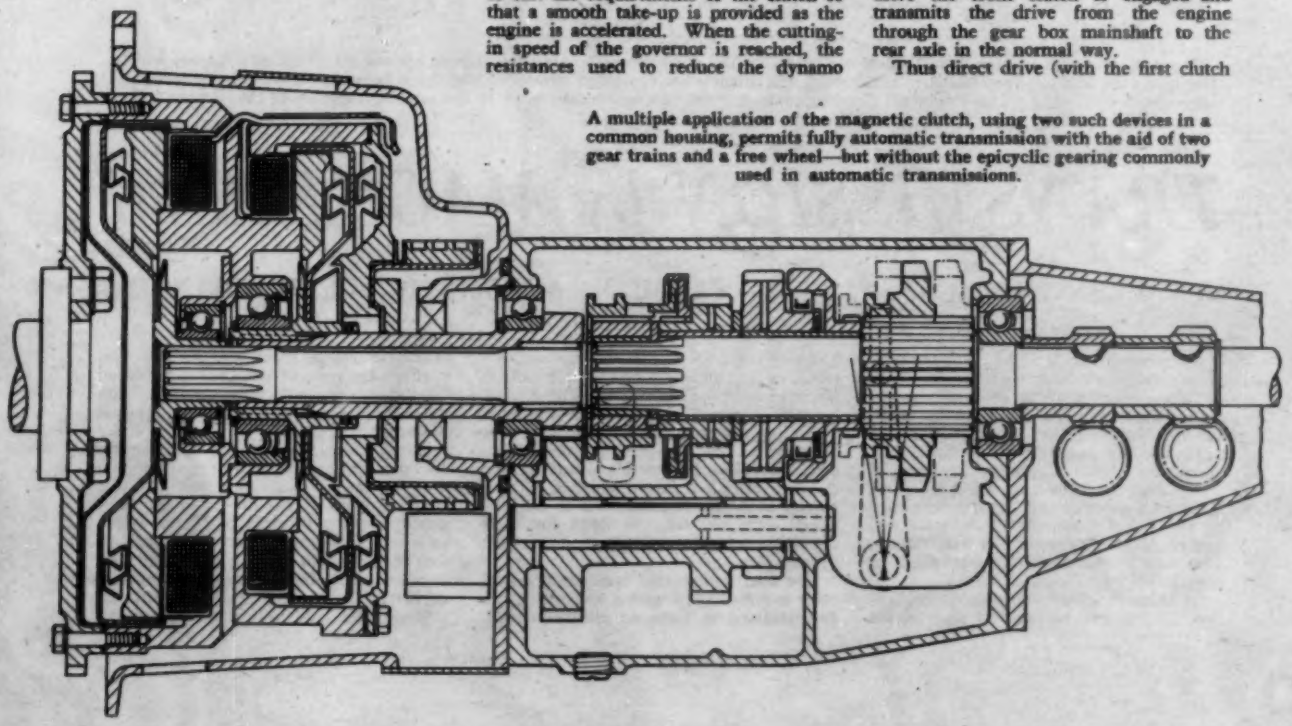
With this system, then, a smooth take-up from rest is provided similar to that of a fluid coupling or a centrifugally operated friction clutch. The action of opening the throttle cuts out the resistance by the throttle switch so that the direct circuit from dynamo to clutch coil is restored; as the engine is accelerated (by opening the throttle) the increase in dynamo output progressively increases the clutch energization.

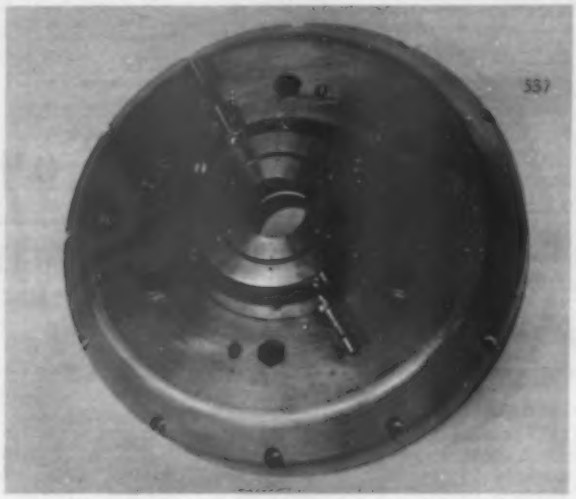
Unlike the fluid coupling, or a simple centrifugally operated clutch, the magnetic clutch can be freed throughout its entire speed range by interrupting the current supply to the coil. If the switch for doing this is built into the gear change lever so that the action of grasping the gear lever knob automatically frees the clutch it is possible to provide a transmission system with two-pedal control. To change gear the driver simply grasps the gear lever and moves it into the next position.

Even the single clutch layout, therefore, provides a type of transmission which eliminates the clutch pedal, although relying on a manual selection of the desired gear ratio. By carrying the development one stage further it is possible to use two magnetic clutches and a simple two-shaft gear box to provide a three-speed automatic transmission. The two clutch units are mounted one behind the other with the driving members of both attached to the engine flywheel. The driven member of the front (direct drive) clutch is splined to a solid shaft which is, in effect, the gear box mainshaft. The rear clutch driven member is attached to a tubular sleeve outside this mainshaft. For direct drive the front clutch is engaged and transmits the drive from the engine through the gear box mainshaft to the rear axle in the normal way.

Thus direct drive (with the first clutch

A multiple application of the magnetic clutch, using two such devices in a common housing, permits fully automatic transmission with the aid of two gear trains and a free wheel—but without the epicyclic gearing commonly used in automatic transmissions.





Inner and outer members of the driving portion of the clutch form the two magnetic poles in the space between which the driven member's flange runs. This space can be seen as a black ring near the circumference, and it is when this becomes filled with magnetized particles that the drive is transmitted. Right : On the back of the driving unit assembly can be seen the two slip rings in the centre and the leads to the field coil.

engaged) is similar to that of an orthodox transmission. When the indirect gears are engaged the drive is transmitted via the second clutch to the input sleeve and through the first pair of constant-mesh gears to the layshaft.

The layshaft carries first and second speed pinions which are, respectively, in constant mesh with first and second speed gears. These gears are free to rotate on the mainshaft. First speed gear is coupled by a free wheel to an annular ring which is locked solid to the mainshaft by a dog clutch operated by the manual selector; this has three positions—forward, neutral and reverse. The drive for first gear therefore runs through the second clutch to the layshaft and thence through first speed gears and the free wheel to the output shaft via the dog clutch.

When second gear is engaged by a solenoid operated selector, the second speed gear is locked to the mainshaft, which causes it to rotate faster than it would be driven by the first gear, but owing to the use of the free wheel the engagement of both pairs of gears does not cause the transmission to lock solid—a condition that would occur in a conventional transmission if two trains of gears were engaged at once.

In place of synchromesh a simple baulk ring is employed in this transmission which will not permit second gear engagement until the speeds of the two mating parts have been synchronized. The desired synchronization is provided by momentarily engaging the front clutch to reduce the engine speed.

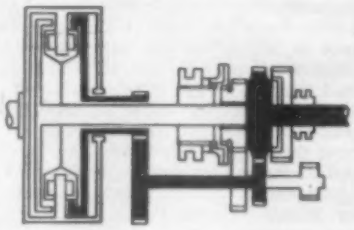
The synchronizing speed for the second gear must lie somewhere between the speeds of first gear and top gear and when this point is reached the second gear baulk ring permits engagement, and the direct drive clutch is freed. The change from second to top gear is performed by releasing the rear clutch and engaging the front clutch, but as the second speed gear is left in engagement the action of the gearing will cause the rear clutch disc to rotate at a speed equal to the engine speed multiplied by the second gear ratio.

The slight disadvantage of overspeeding the rear clutch disc in direct drive is, perhaps, more than offset by the simplicity of the gear changing which can be provided between the top and second gears; these are engaged merely by energizing either of the clutches. The free-wheel unit, of course, overcomes the need for providing a synchronizing system for the change down from second to first gear. Reverse gear is engaged manually, the dog clutch locked in first gear operation also carrying a sliding reverse gear pinion.

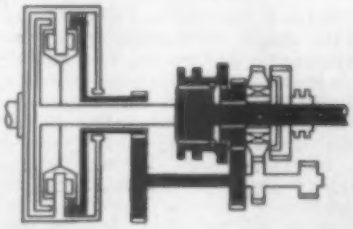
The brains of the transmission, which decide when the gear change should take place, are provided by relays operated by a governor driven from the output shaft (sensitive to road speed) and a mechanism over-riding the governor and controlled by the throttle pedal. It is possible to provide an over-riding switch to prevent the mechanism changing up from second to top gear, which assists engine braking and permits the prolonged accelerative use of second gear if desired. One modification under consideration would provide for leisurely starts to be made in second gear and automatic changing up into direct drive according to road speed and throttle position. On the other hand, if it is desired to make a snappy getaway and the throttle is opened fully, the system will start in first gear, the changes into second and top again being automatic. The built-in hysteresis of the governor system results in the change-down speeds being lower than the change-up speeds.

It should be emphasized that one of the major virtues of this system is the ability to shift gears under power; i.e., to maintain uninterrupted tractive effort to the rear wheels throughout all gear changes.

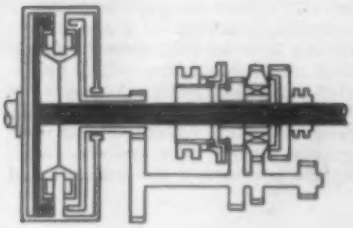
Power flow through the transmission in the three gears.



1ST

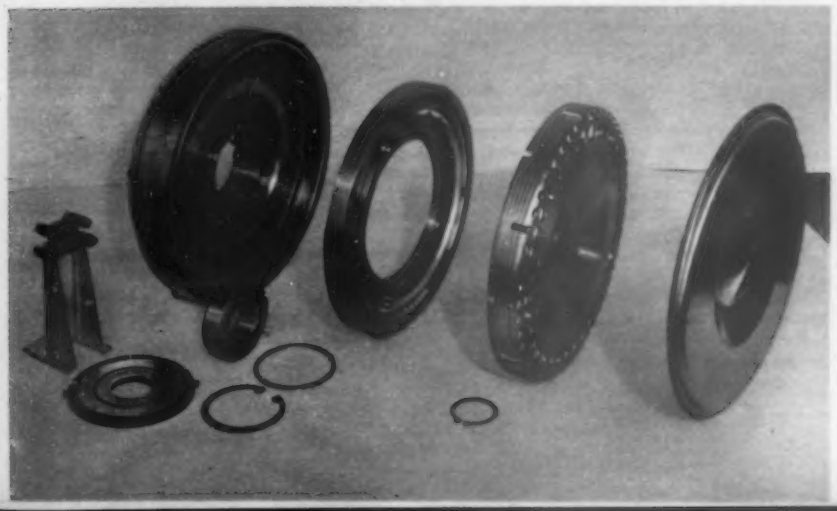


2ND



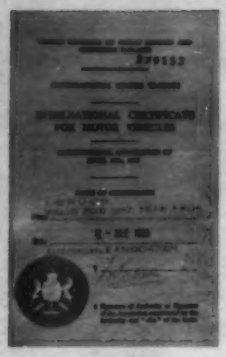
3RD

The basic components of the magnetic clutch are few and simple. The perforated disc is the flanged driven member, to the centre of which the output shaft is splined.



Trips Without Triptyques

CONTINENTAL PAPERS MADE EASY



FEW cross-Channel travellers realize that the *carnet* or *triptyque* is not strictly necessary for perhaps 90 per cent of the holiday journeys made by British motorists to the Continent. Only a few weeks ago, when the A.A. and R.A.C. reduced their charges for foreign touring papers—including the *carnet* or *triptyque*—from £3 10s to £3, *The Autocar* protested that the charges were still too high. These bodies do not say how the charges are made up, but the *carnet* is the document that entails most preparation, and must account for a considerable part of the total cost.

A word or two about the need for the various official papers may not be out of place, although a good deal of the requirements abroad, as for example the GB plate, are fairly obvious. So far as driving licences are concerned, one would hardly expect abroad the five days' grace allowed in this country; on the Continent, you must be able to produce, on the spot, either your own licence, or a certified translation, or an international version, depending on the country concerned. Some countries do not require insurance at all; others do, and their requirements must be met by a special card which you get from your insurance company, or by a short-period policy for which you have to pay as you cross the frontier. In addition, you need abroad the car registration book, or its equivalent, the International Certificate for Motor Vehicles if the car is not your property.

Import Duty

But in addition to these requirements is the special one of satisfying possible claims by foreign Customs. Heavy duties are imposed in most foreign countries on the import of cars and, technically, the visitor abroad is importing his car into another country each time he crosses the Channel. He is, therefore, liable to pay duty on entry, though he can usually reclaim it when he leaves. You can still do this in Belgium, but such a scheme has obvious drawbacks and all our near neighbours in Europe now offer at least one alternative. All of them recognize a scheme of insurance, involving (a) a guarantor—this has to be an internationally recognized motor association—which undertakes to pay such foreign duty as is due if the vehicle is not cleared out of any foreign country visited; and (b) the motorist himself, who promises to repay the guarantor if the non-return of the vehicle is the result of his own neglect or other causes specified in the contract. This contract results in the *carnet*, and if a great number of countries is to be visited, you really cannot do without it. The issuing agencies in this country are the A.A. and R.A.C. but one must be a member.

The alternative deserves to be better known, if only for its agreeable simplicity. For it consists of trusting the visitor, who needs no deposit and no bond, and who has only to take out a permit in each of the countries visited. The tourist who goes only to France can limit his outlay to a few shillings, and other countries are open to him on a "pay as you enter" basis. If he wants to get around like this without a *carnet*, he must, of course, be sure where he can be received.

Country-by-Country

France: A *laissez-passer* can be taken out on entry. It costs 400 French francs (8s) for ten days, and twice as much for 20 days. If France is being cross en route for another country, a separate *laissez-passer* is required for each transit.

Switzerland: An Entry Permit, similar to that obtained in France, can be taken out—two Swiss francs (3s 4d) for ten days, four for 20 days. Third-party insurance is compulsory; those who cannot produce a green international card from their insurance company have to pay a premium of three francs.

Germany: The entry permit costs three marks (5s) for 30 days. United Kingdom driving licences and car registration books are not acceptable alone—the German authorities require in addition, certified translations into the German language, or International Driving Licences and International Certificates for Motor Vehicles. These can be got only from the A.A. and R.A.C. at 10s 6d each; they are issued to non-members. There is no compulsory insurance in Germany, but motorists are advised to carry the green card.

Austria: The Frontier Pass or *Vormerkschein* costs 30 Austrian schillings (8s 4d) for ten days, and 40 schillings (11s) for 20 days. Up to the present, International Driving Licences and Vehicle Certificates are compulsory; the time will no doubt come when the original documents with a German translation will suffice.

Italy: A Temporary Importation Licence, valid for five days, or a Series *Triptyque*, valid for 180 days, can be obtained at the frontier. No charge is specified for this service.

Belgium: The only other country involved in the popular Channel crossings is Belgium and, up to the present, there is no general scheme for the issue of *laissez-passer* papers. A relaxation may, however, come, as quite a number of the European countries mentioned here have made progressive changes in recent years to encourage tourists.

Leaving England: I need not mention passports and currency, which are requirements for all forms of foreign travel. For the car, two forms are needed, the first being a C.D.3, available from your bank. After completion, it has to be certified by the Bank of England, as authority to take a valuable asset out of the country. The motorist has to sign, on the form, an undertaking to bring the car back. You hand one half of the form to the Customs at the port when you leave; the second half is stamped, and you take this with you, and get it stamped on your return, afterwards posting it to an address provided by the Bank of England.

Misleading

The other form required must be obtained in duplicate. This is H.M. Customs Form 29B (Sale)—a most misleading title in this particular situation, as anyone would find if he tried to sell his car abroad. These forms are issued at the port, and after details of the vehicle have been entered, both copies are stamped. One copy is kept by the Customs, and the other must be presented to them at the end of the trip, upon returning from the Continent. Completion of the forms is a simple matter, and Townsend's Ferries and Silver City Airways make no charge for any service involved, which includes the process of satisfying the Customs that the vehicle is correctly described. Those using the ships of British Railways have to pay a clearance charge of 6s in each direction.

If all this form-filling sounds wearisome, it should be remembered that a car cannot be taken abroad without provision of comprehensive details in writing. You do not escape by taking out a *carnet*, since a very detailed form has to be completed as a preliminary; indeed, the information required for both procedures is very much the same. The main difference with a *laissez-passer* is that you fill in a form as you enter each country. This takes only a few minutes, and in my experience the officials concerned are invariably helpful, especially now that Governments are so tourist-conscious.

LLYWELYN JONES.

JAGUAR *Grace . . . Space . . . Pace*

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HIGHEST ANTI-KNOCK ▶ Clevecol Special with Alcohol is a blend which gives definitely the highest anti-knock petrol.

BEST VALUE ▶ Clevecol Special now costs quite a lot more to produce than any other comparable petrol. In spite of this the price to you is unchanged—you get the best value obtainable.

ALCOHOL FOR ENGINE POWER ▶ Alcohol is the best of all additives. Its solvent properties make for a clean engine. Its high latent heat value—(three times that of petrol)—and its oxygen content mean cooler combustion and smoother acceleration; more even running at slow speeds and no stalling.

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MAKE NO MISTAKE ▶ It would be advantageous to test this remarkable new blend for yourself. Fill up now with Clevecol Special plus Alcohol.

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CLEVELAND

The *Specialists* in Motor Fuels

USED CARS ON THE ROAD

No. 69:
1951 Jaguar XK120 Sports Two-seater

Price New	Acceleration from rest through gears		Fuel consumption	Speedometer reading
£988 plus £275 3s 11d purchase tax	TO 30 m.p.h. ...	3.4 sec	13-17 m.p.g.	10,060
Price Secondhand	TO 50 m.p.h. ...	7.7 sec	Oil consumption negligible	Car First Registered February, 1951
£895	TO 60 m.p.h. ...	11.3 sec		
	20-40 m.p.h. (top gear)	7.1 sec		
	30-50 m.p.h. (top gear)	7.4 sec		

SUCH was the impact of the introduction of the Jaguar XK120 on sports car enthusiasts that the memory of the event remains so clear that it seems strange now to have on test a model that is three years old. To add to the "indignity" of one of these cars being offered for sale on a basis of price rather than availability, the car tested had clearly seen a fair amount of use. It was provided for test purposes by Elite Motors (Tooting), Ltd., 951-961, Garratt Lane, Tooting Broadway, London, S.W.17, in a very clean condition.

The cellulose was a light metallic blue, very well polished, if a little faded. The condition of the paintwork was fairly good, with few blemishes visible other than under a very close scrutiny. The chromium plating had worn off in one or two isolated places but there was no pitting elsewhere and no rust. The two-colour leather upholstery was a little worn, particularly where the two seat backs had been rubbing against each other, and the hood was weatherproof but also showing its age. Despite the signs of wear, however, the general appearance was good and the car looked very smart on the road and attracted all the attention that XK drivers tend to accept almost as a right.

This particular car was equipped with the twin exhaust pipes listed by the manufacturers as an optional extra, and the times it recorded in acceleration testing were a little better than those achieved with a perfectly standard car when submitted for a full new car Road Test four years ago. Certainly the performance was still really formidable, yet it had retained all the flexibility at lower speeds for which the model is well known. It would amble along in top gear at extraordinarily low speeds, and pick up without snatch or fuss. But at the speeds associated with fairly heavy town traffic the driver had only to exchange top gear for second and depress the throttle pedal firmly for a complete change in the car's character. With a marked resonance from the otherwise virtually silent exhaust, tremendous acceleration was provided, and there was every indication that the engine was entirely up to its job. Mechanical noise was slight, and even at the higher engine speeds, represented by well over the 100 m.p.h. in top gear, seen on the commendably accurate speedometer, there was little sign of stress.

The steering was in excellent condition and there was no play in the transmission. The gear change was smooth and decisive in action, and the ride was very comfortable without being so soft as to detract from confidence on corners. The clutch failed during the test because the thrust bearing had worn right through (a matter righted by suitable attention before the test was concluded); this, coupled with some wear in door hinges, and so on, suggested that the recorded mileage was less than that which had actually been covered. However, the condition of the car as a whole was good, and the engine showed no thirst for oil. The brakes had to be taken up during the test, but thereafter they were well up to their job in normal road use and could be used firmly with safety even at very high speed.

A useful amount of tread was left on the tyres, and the car gave every appearance of being ready and able to cope with many more thousands of miles in exhilarating fashion.

No. 70:
1951 Jowett Javelin Saloon

Price New	Acceleration from rest through gears		Fuel consumption	Speedometer reading
£675 plus £376 10s purchase tax	TO 30 m.p.h. ...	6.0 sec	24-28 m.p.g.	21,539
Price Secondhand	TO 50 m.p.h. ...	15.5 sec	Oil consumption negligible	Car First Registered February, 1952
£595	TO 60 m.p.h. ...	23.5 sec		
	20-40 m.p.h. (top gear)	13.0 sec		
	30-50 m.p.h. (top gear)	13.6 sec		

ONE of the most unfortunate happenings in the motor industry in recent months was the suspension of production of the Jowett Javelin saloon because of the intrusion of body-making problems. But it is not surprising that existing examples of the model continue to be popular, for the general conception of the car was unusual, and in competitions it has established a formidable reputation as a basically family car with particularly good abilities in the way of handling and sheer performance within the 1½-litre class. The example under review was provided by Naylor and Root, Ltd., 25, East Hill, Clapham Junction, London, S.W.11, and was finished in quite exceptionally well polished and undamaged black cellulose. There was very little pitting of the chromium plating, and the beige leathercloth upholstery would have passed as entirely satisfactory in a brand-new car. All this was a considerable tribute to the care with which it had been maintained, as the car was a couple of years old, and had chalked up a business-like mileage for that length of life.

Starting from cold was not always quite immediate, although the engine would fire briefly readily enough. There was never any serious reluctance to start, however. The horizontally

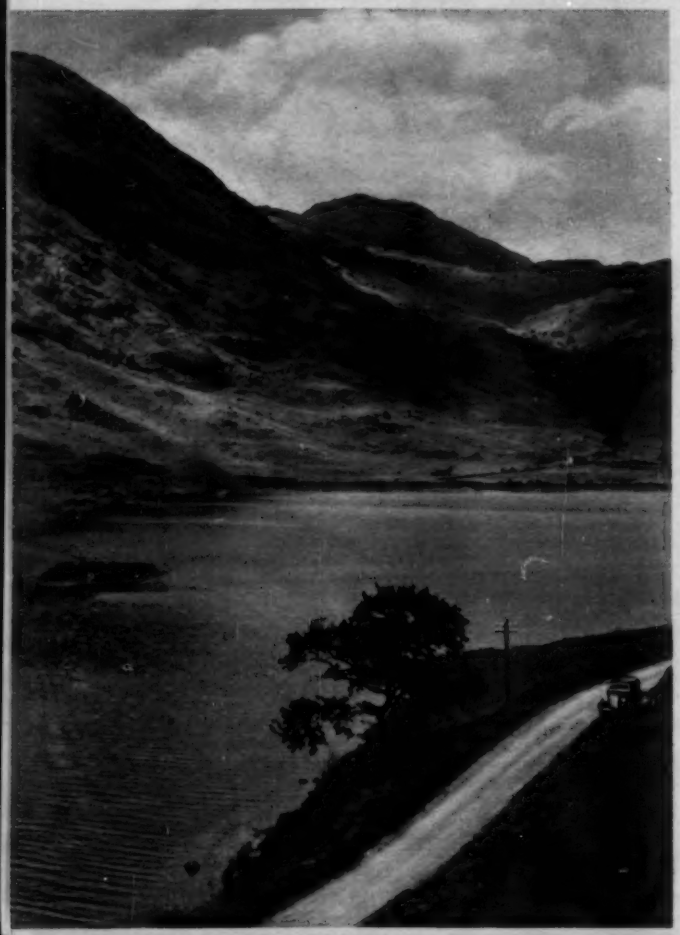
opposed engine warmed up quickly, with very little use of the choke, and it pulled very well.

The last half of the throttle pedal travel was very stiff, and for maximum acceleration considerable effort was required to get the pedal fully down; but when full throttle was achieved the results were rewarding. The getaway from rest was quick and the gear box ratios were such as to get the best out of the power available. Speedometer readings representing a true 55 m.p.h. were obtained in third gear, and in top the car would cruise happily at between 60 and 70 m.p.h. without sign of stress. The suspension was excellent and, like the engine, was free from noticeable wear. It was firm without being uncomfortable, and even when the car was travelling at its highest cruising speeds the occupants felt completely safe. Speeds seemed, in fact, considerably lower than they really were, and in give-and-take conditions there was usually some power in hand.

The steering was light and precise, and there was no excessive lost motion at the wheel. The brakes were particularly good, being really powerful and without any tendency to pull to either side. They were also light to operate. This particular car was the standard, as opposed to the de luxe, model and neither heater nor radio was fitted. But all the things that really matter were present. The front tyres were virtually new, but those at the rear had worn thin. The spare had a useful amount of tread left.

This Javelin was a most pleasant car to handle, and was capable of being driven from place to place very quickly and without fuss, and with a good deal of refinement evident in its construction and behaviour.

Though Scotland has a reputation for bad weather, somehow this theatrical effect of heavy clouds, with shafts of sunshine breaking through, seems to suit the fine scenery at Loch Eilt, in Inverness-shire.



THE ROAD TO

FOLLOWING PRINCE CHARLIE TO THE SEA

SINCE wheels cannot follow the full step of the mountain way by Tummel and by Rannoch, the motorist's Road to the Isles begins from one of the old Highland frontier forts—Fort William to be exact. In spite of that, the road's very name remains a lure for any tourist. It was so for us when, with a late summer afternoon to spare and the map promising an easy trip, we and a vintage Wolseley Ten took A82 north to where the sign points to Banavie and Mallaig.

Soon we crossed the Caledonian Canal, casting a respectful eye at "Neptune's Staircase" raising it to the level of Loch Lochy. Side by side with a single-track offshoot of that wonderful West Highland Railway our road marched on along the northern margin of Loch Eil. Under the hills that rose from the farther shore, the water was very still on this day, disturbed only by a Clyde steamer chugging through the mirror surface.

Those hills closed in a little beyond the head of Loch Eil then opened again where Glen Finnan comes down from the north and Loch Shiel stretches southward. When the clans swept in to join the '45 they must have come almost to the

In a less obscure mood ; the rippled waters of Loch Eilt seen from the Mallaig road.

spot where MacDonald of Glenaladale erected the statue of Prince Charles to commemorate the raising of the standards. Today, on its tall column, the statue dominates the flats at the bay head and you can pay your toll to inspect it—though we did not.

This seemed the outpost of civilization, for it was soon obvious that we were heading into a wilderness among hills that grew steadily more craggy while mist rolled down the towering mountain shoulders. Certainly the road had a tarmac surface except where the potholes were, but it began to behave like a scenic railway, only one car wide, though fortunately well supplied with passing places marked by zebra posts. The ups went up so steeply and the downs fell so abruptly that at each little summit the radiator hid the road. Our valiant pre-war Wolseley Wasp, though laden to the gunwale with passengers and camping gear, alternately stood on its nose and its tail with no more than an occasional protest from the springs and a rattle of pots and pans. The only critical moments were when the switchback effect coincided with more acute bends; anything could happen over the next summit but we lived to tell the tale.

Fishing

Wondering how much more of this lay ahead, we came to the edge of Loch Eilt; literally the edge, because we could almost have fished for supper out of the car windows. More legitimate fishermen were in boats on this lovely strip of water but fallen trees on the islets told an obvious tale of winter hurricane. An impressive solitude brooded over it and we felt that any man who attempted to live there must shrink and hide beneath a pebble in the bare immensity.

The road clings to the side of the glen and it was a relief to be out of that sombreness among mist-soaked pines, on to Loch Ailort where the mountains fell away and the skyline softened. The road became two cars wide for some stretches and our passage smoother on a surface rebuilt just before the war when whole new cuttings were made to eliminate the road's worst sections. The old track staggered away in the oddest directions (evidently too bad even for the Highlands) and it became a kind of game to guess where

THE ISLES

By JOAN WILLIAMS and JOYCE WHILLIS

it would take off and rejoin the new road. Our companion railway, too, kept playing hide-and-seek, ducking through cuttings and tunnels to reappear below or above us, then dashing off over snobbish viaducts and embankments of its own.

We parted company with it for a while as we turned towards Arisaig. But first there was the house in the trees at Borrodale where it is said the Clan Ranald himself lived when the Prince—there can be only one prince in this region—came sailing in on *La Doutelle* to rally his followers to their brave enterprise.

At Arisaig we knew we had really reached the sea. Although mist shortened visibility to a mere half mile and concealed the small isles and the peaks of Rum across the Sound of Sleat, there was a salt tang in the air and a softness. We climbed out of Arisaig and dropped towards the little coves and inlets where the rocks were washed bare as no loch water could scour, and the tiny swell seemed to hold all the latent power of the great ocean behind it.

The road ran by white linen sands through a strange lonely country. Sounds were subdued in the mist; those few cars and people we encountered, the telephone wires and rare habitations, seemed as unimportant in the solitude as we did—strangers who felt interlopers, tolerated and ignored but no longer rebuffed as we were in the glen by Loch Eilt.

Suddenly: "There's a tyre!"

"You can't stop here, it's a blind corner."

"I must—we're on the rim."

We staggered a few yards and stopped with our left side wheels on the cliff edge, bare space left for a medium-sized car to pass.

Since changing a wheel is a one-man job not assisted by comment from an audience, charitably we left our male to it and walked on to investigate the view where the Morar joins the sea. Loch Morar is supposed to be almost the deepest depression on the European shelf, 1,080ft, and it is easy to believe that, for the flood bursts into the ocean in a tumbling, swirling torrent. Somewhere in those depths Morag, a monster even more fearsome than that of Loch Ness, is supposed to lurk. What, one wonders, does Morag think of the electricity that comes from the waters or of the railway bridge striding high and solid above the narrows?

It would be pleasant to walk up to the loch, pleasanter still to follow the southern shore to the river Meoble and along its banks to where one can fish for pearl-mussels. But the road bridge is only an easily replaceable plank affair beside traces of an old one swept away. Water raced by mere inches beneath our feet and the thought occurred that a shower in the hills might carry the bridge and ourelves into the Atlantic at any moment. We headed back to the car and, on four tyres again, resumed the journey to Mallaig.

Mallaig of the lobster pots and lounging fishermen might be a Cornish port though the Cuillin of Skye are just across the water—unfortunately still invisible in the mist. Time and the day were drawing on; the supposed afternoon's run had turned into half a round trip of eighty miles. That night we camped above the beach by Morar, ate supper under the stars with the sound of the falls coming loud and soft on the breeze, in the satisfying knowledge that indeed we had come "by Ailort and by Morar to the sea."

Silhouetted against the sky, Prince Charles' monument keeps watch over Glen Finnan.

Left: The top half of the facia is now finished in polished walnut, as are the cappings for the doors. The lower half of the facia is unchanged and contains a glove locker on the left-hand side as well as a compartment above the ash tray which can be used to house the radio control unit. A rubber-covered pedal on the dipswitch forms a useful rest for the left foot.

Although the interior layout of the Humber Super Snipe has been restyled, the exterior lines remain unchanged.

HUMBER SUPER SNIPE REVISIONS

MINOR modifications to the interior layout and trim of the Humber Super Snipe are announced. The Mark IV version of this car was fully described in the October 17, 1952, issue of *The Autocar*, and the major components of the car remain unchanged. The engine modification introduced last October will be recalled: a high compression ratio cylinder head became available which resulted in an increase of 3 b.h.p.

The alterations are to the interior trim and the introduction of polished hardwood veneer. Burr walnut is now employed for the door cappings and for the top half of the facia panel; the facia has been previously produced from moulded plastic.

Leg room for the rear passengers has been increased by mounting the trim panel on the inside of the front seat frame, and rear passenger comfort has been further improved by padding the outer corners of the rear seats where the wheel arches protrude, while padding has also been provided at the ends of the rear seat back rest to give further support for the shoulders. Spring-loaded rear passenger pulls are attached above the rear doors, which are now provided with pockets. Another detail change is an improved type of luggage locker lock which permits the lid to be slammed shut.

These modifications have been carried out without an increase in the basic price, and both the new and the existing versions of the car will be available for export to cater for some markets where polished hardwood is not suitable. Individual front seats are available as an optional extra and, as well as being adjustable for leg length, they have a height and rake adjustment similar to that fitted as standard equipment in conjunction with the normal bench-type layout.

SPECIFICATION

Engine.—6 cyl., 88.9 × 111.13 mm. (4,138.8 c.c.). Compression ratio 7.13 to 1. 116 b.h.p. at 3,600 r.p.m. Maximum torque 211 lb ft at 1,400 r.p.m. Seven-bearing crankshaft. Side camshaft, vertical overhead valves; push rods and rockers.

Clutch.—Borg and Beck 10in diameter dry single-plate; 12 springs; graphite thrust block.

Gear Box.—Four speeds, synchromesh on all forward gears. Overall ratios: Top 3.9; third 5.539; second 8.16; first 12.182; reverse 12.917 to 1. Alternative ratios: top 3.7; third 5.225; second 7.742; first 11.557; reverse 12.254 to 1.

Final Drive.—Three-quarter floating rear axle with hypoid bevel. Ratio 3.90 to 1 (optional ratio 3.70 to 1). Two-pinion differential.

Suspension.—Front, independent by coil springs and Woodhead Monroe telescopic dampers and anti-roll bar. Rear, half-elliptic leaf springs, Woodhead Monroe telescopic dampers. Suspension rate (at the wheel), front 68.3 lb per in; rear 108 to 150 lb per in.

Brakes.—Lockheed hydraulic two-leading shoe front; leading and trailing rear. Drums, 11in diameter front and rear; 2¼in wide front and rear. Total lining area 191 sq in (95.5 sq in front).

Steering.—Burman worm and nut.

Wheels and Tyres.—Dunlop 7.00—15in tyres on 5.50—15in five-stud steel disc wheels.

Electrical Equipment.—12-volt, 64-ampère-hour battery. Head lamps, double dip, 42-36-watt bulbs.

Fuel System.—15-gallon tank. Oil capacity 17 pints.

Main Dimensions.—Wheelbase 9ft 7¼in. Track, front 4ft 9.94in; rear 4ft 8.25in. Overall length 16ft 5in. Width 6ft 1.5in. Height 5ft 6in. Ground clearance 7.4in. Frontal area 23.3 sq ft. Turning circle 40ft. Weight (in running trim with 15 gallons fuel) 37 cwt (4,025 lb). Weight distribution, 53 per cent front; 47 per cent rear.

Price.—Saloon: basic £985, British purchase tax £411 10s 10d, total in Great Britain, £1,396 10s 10d. Touring limousine: basic £1,065, British purchase tax £444 17s 6d, total in Great Britain, £1,509 17s 6d. Individual front seats £7 10s extra; purchase tax £3 2s 6d.

Combined armrests and door pulls are fitted to both front and rear doors, which are also provided with pockets. Extra upholstery is provided in the corner of the rear seat over the wheel arches and in the form of wings on the seat back rest.

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Standing in dignified ruins on bright green turf, Tintern Abbey, in the Wye Valley, has always drawn its share of Easter visitors.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Spares

Difficulties Encountered Overseas

[65561.]—I read with interest the paragraph by The Scribe in the issue of March 5 concerning the cost of spares in Northern Rhodesia compared with English prices. I recall reading of the case in our local paper recently.

I would like to quote one or two instances of overcharging here, of which I have had experience.

A friend bought a locking petrol filler-cap from the agent for his car. A well-known make, it cost him £1 9s 6d. I had seen the same article in another motor dealer's for £1 1s 6d. So my friend complained but received no satisfaction and the next day the article had been increased in price in the second dealer's to £1 9s 6d.

This same friend had his car decarbonized by a mechanic from the car's agents. It was a private job (maybe that was wrong) and the mechanic bought certain parts from his employers at "staff rates"—cost plus 15 per cent. They cost him 1s 9d and the price to the ordering customer is 6s 6d.

An instance of bad handling of goods can be given by my desire to purchase manufacturer's seat covers, arm rest, ammeter and oil gauge from the dealers. They had nothing in stock and were not at all keen to get them for me. Nobody else ever buys them, they say, so it is not worth stocking them. As for other articles purchased recently, I have proved that it is far cheaper to buy direct from the U.K. than to buy locally.

I hit upon a snag recently, when writing to English manufacturers for details and prices. I received a reply not from the manufacturer, but from the agents in this country: "We understand from our principals that you are interested in . . ." they said.

Yes, I was interested in the article from England direct. I am *not* interested in the article from a Southern Rhodesian agent.

If only your manufacturers knew the prices charged for their goods in this country! RHODESIAN MOTORIST.

Salisbury, Southern Rhodesia.

Price Anomalies

[65562.]—The Chancellor is a popular and easy target for the financially persecuted motorist but, though I dislike meddling and interfering by officialdom, I would dearly love to read an unbiased report by some commission or other on the spares trade of the motor retail industry; it would make interesting reading.

I have just purchased big-end bolts and nuts for a popular make of pre-war 12 h.p. saloon, the price being 1s 6½d and 1s 1d each respectively. The price of the bolt is bad enough—though perhaps excusable—but how on earth a charge of 1s 1d can be justified for a standard ¼in B.S.F. castellated nut, machined from a hexagon bar and not subsequently heat-treated, is beyond comprehension. Granted that the steel used is much better than mild steel, but the enormous price charged is not thus accounted for.

After I had purchased these golden nuggets I went to a local ironmongers and engineers' stockists and purchased ¼in B.S.F. castellated nuts for 2d each. Again, granted that these common nuts were no better than good quality mild steel, a jump from 2d to 1s 1d (including purchase tax) is a very big jump indeed.

This is, of course, a very minute item about which to moan but if it happens with small items does it not also happen with the larger spares? C. J. TOMKINS.

Walsall, Staffordshire.

CORRESPONDENCE . . . . . continued

Road Fund

Who, Indeed ?

[65563.]—What happens to the millions of pounds contributed annually by the long-suffering motorist?

Certain it is that the motorist himself receives no benefit—so who profits by the Road Fund apart from the Treasury?

Swansea, Glamorganshire. H. J. GLYDE.

Mobil Special

Napier Lion, Not Rolls-Royce, Powered

[65564.]—In your issue dated April 2 you say, in the report of the S.M.M.T. Show in Canada, that "There were various prestige exhibits the foremost of which was John Cobb's Rolls-Royce-powered Mobil Special." Surely John Cobb's Mobil Special was powered by twin Napier Lion, not Rolls-Royce, engines? PATRICK HELMER.

Beckenham, Kent.

[Our correspondent is, indeed, correct.—ED.]

Request

The Whereabouts of a Missing Ford Anglia ?

[65565.]—As old readers of your publication we wonder if you could assist us in locating a car which we believe to be garaged somewhere in the London area.

This car was hired out on "drive-yourself" some three weeks ago for a period of one day, but has not been returned. Your journal is read by all garage proprietors, and we think that this letter requesting garage owners to check round cars garaged in their premises for a 1947 Ford Anglia, number CJC765, might bring results. D. H. PAGE, Director,

Birchington, Kent. Chad Motors (Birchington), Ltd.

Protest

Footnote to a Gold Coast Anecdote

[65566.]—I am a yearly subscriber to your excellent journal, not to mention those received by virtue of being a member of the B.A.R.C., M.G. Car Club and the Veteran Car Club, and so on. We have a newly formed motor club here for both Africans and Europeans called the Lagos Motor Club, which is now in its third year of existence with a membership that is still increasing.

I regret that a letter entitled "Police Methods" [65451] in your issue of February 26, and signed by Mr. P. A. Smith, of the Gold Coast, should have found its way there. Not being an eye-witness to the incident, I am in no position to say anything about the correctness or otherwise of the incident referred to, though I have the greatest doubt as to whether Mr. Smith has *accurately* and *fully* stated the facts of the two incidents he referred to. Be that as it may, I do, as an African, resent the remark contained in the last paragraph of his letter. I hate generalizations, especially when made about nations or races or tribes, whatever the colour, and even more so when they appear in a journal which has always afforded me great interest and relaxation. There is enough bitterness and misunderstanding in the world today, and more so on this continent of ours. Mr. Smith, please do not fan it, especially in my favourite journal. JOHN TAYLOR.

Lagos, Nigeria.

Boiled Shirts ?

Caravan Club Rallies are Not Sophisticated

[65567.]—I should like to thank you and your contributor for telling readers something about the Caravan Club, but I fear that John Yoxall gives a misleading impression when he says (March 12) that most of our rallies are sophisticated and usually have a dinner or dance.

This is far from true. Our local centres, of which there are 20, organize meets, to the number of some 120 a year, of wide variety. A minority include an informal dinner, a very few include a dance, others have other kinds of organized social activities; many are just lazy, friendly weekends with virtually no programme. The proportion of "social" to "*laissez faire*" events varies with the centres, but all tastes are amply catered for.

I am not sure whether Mr. Yoxall has ever attended a Caravan Club meet. May I assure him that all our centres would be delighted to receive him and his family and, as the representative of *The Autocar*, he would not be asked to join first!

In fairness to Mr. Yoxall, I think I should say that he may have been misled by the programme of the South London centre in whose area he lives. It is probably true that a majority of meets organized by this centre do include an informal dinner, but in the other 19 centres the proportion is very much lower.

D. M. G. CHIDSON, Secretary,

London, W.C.1. The Caravan Club.

[John Yoxall comments: "Of course, Mr. Chidson is right; the original meaning of the word sophisticated suggests trickery to mislead, the very last thing I would accuse the Caravan Club of doing. I enjoy membership of both clubs and have attended their meets. Let me put it that my opinion is that the C.C. has a slightly more "boiled shirt" outlook than the B.C.C. I do not, however, voice an opinion as to whether this is a good or bad thing.—ED.]

"Hendon Way"

The Use of Acceleration on Bends

[65568.]—The article "Hendon Way" (*The Autocar*, April 2) was extremely interesting and instructive to all drivers, young or old, in terms of experience.

What I expected to find on page 455 dealing with bends on the open road was a reference to the assistance given by decelerating on a right-hand, and accelerating on a left-hand bend.

I have no doubt that police drivers know all about this technique and use it. W. A. E. FEATHERSTONE.

Walton-on-Thames, Surrey.

Two Signals for One Manœuvre ?

[65569.]—In the interesting article on police methods of training drivers ("Hendon Way," *The Autocar*, April 2), I note that the police driver giving a demonstration gave the slowing down signal, moved to the crown of the road and then put out his right Trafficator. Is this correct, two different signals for one manœuvre?

If I see a car in front and the driver gives a slowing-down hand signal I pull out to overtake if the road is clear. If the driver, meanwhile, is pulling over to the crown of the road we would be in a state of confusion. Surely, if you signal "I intend turning right," the driver behind expects you to slow down before turning. STILL LEARNING.

Manchester, 15.

Two Proposals

[65570.]—May I please tell you how much I welcomed the article by P. G. entitled "Hendon Way"?

There are many excellent publications on how to drive, but they are nearly all produced for the learner or those who have yet to learn confidence.

Some years before the war the Earl of Cottenham wrote a book called *Steering Wheel Papers*—I treasure my copy to this day. "Hendon Way" is a sequel to that book, and fills a very great want by those drivers to whom motoring still holds a fascination for the satisfaction one gets in doing a job as well as possible, with an aim at that touch of *finesse* which one comes across only too rarely these days. It is the hall mark of the motorist who knows his machine, and can be recognized immediately. Surely it must be the ambition of many to achieve such perfection, and I feel that your article must surely stimulate such desires, which would, if fostered, achieve a great deal towards the goal of road safety.

I propose that the Police Driving School at Hendon should sponsor a four-day, or a weekend course, for experienced motorists who wish to absorb what they can in a concentrated course within the limits of their available time.

Failing the above, that lecture notes in book form, compiled as in P.G.'s article, be published for the public use.

Buxton, Derbyshire B. SHAWCROSS SMITH.

"Safety in Debate"

The Case for a Road Loan

[65571.]—May I congratulate you on an excellent leading article, "Safety in Debate," in your issue of April 2?

Your comment therein relating to a road loan does, however, call for further thought. The need for a realistic programme of new road construction and improvement, in the interests of safety and national productivity, is now beyond argument. The

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CORRESPONDENCE . . . . . continued

way in which the Government is to tackle more than a decade of neglect was indicated by the Minister of Transport in his announced programme last December.

Knowing how inadequate is this programme, and assuming the Government is not prepared to make further sums available from Exchequer sources, why should not a road loan be given serious consideration? There can be no doubt that such a loan —a Government Stock—would be taken up; funds would then be available for new road works to be proceeded with expeditiously, and without interference. Interest and repayment charges could be met over a period of years from general taxation and would amount to a fraction of the present taxation levied on road users. Most certainly the Treasury could avoid the interest element of the loan by making the necessary money available forthwith; but if, by buying money now, the Government can provide a road system which will enable our industries to compete successfully in overseas markets, and at the same time reduce the appalling total of road casualties, then I suggest these two factors would, over the period of the loan, more than compensate for the additional total outlay in terms of cash.

London, W.C.1. C. D. MORGAN, Secretary, British Road Federation.

Thermostats

The Ideal System ?

[65572.]—Mr. J. R. Fisher [65533] follows an erroneous argument in contending that the use of a thermostat without a radiator blind entails greater petrol consumption because the incoming water has to be raised from cold to the operating temperature.

Assuming that both systems are properly designed to maintain the temperature in the cylinder head at the correct operating point, the quantity of heat which has to be dissipated by the radiation system depends only on the engine efficiency under any given running conditions. Whether this heat is removed by a large volume of water falling through a small temperature range or by a smaller volume and a large temperature range is quite immaterial to the efficiency of the system.

It is still, however, true, as Mr. V. H. Tuson [65534] remarks, that there will be a considerable temperature gradient which may give rise to mechanical troubles.

The thermostat, alone, cannot deal with conditions where the heat loss from the cylinder head is so great that the working temperature cannot be attained quickly, even when no water flows—as when starting from cold.

It does, however, conserve a considerable quantity of heat by preventing thermal circulation on short stops, where it will close as soon as the temperature has dropped a few degrees below the working temperature

I cannot understand Mr. Tuson's remark that the thermostat does not react quickly. An example of the bellows type, which I tried recently, moved from fully closed to fully open for a change of only 4 deg C.

The ideal system would seem to be to incorporate a switch in the normal thermostat, operating the blind through a small servo motor. K. D. E. CRAWFORD.

Mitcham, Surrey.

Long Forgotten

Deemster : Gwynne : Clyno

[65573.]—Letters [65513, 14, 15] and [65518] are interesting to me, as I have for some time been carrying out research regarding cars which are now only memories to some and which may never have been heard of by the younger generation of motorists. I myself, though only in my early forties, have had the privilege of being very closely in touch with most British and American cars (cars have been part of my life as far back as I can remember!) until the last war.

Your correspondent might be interested to know that, of the makes mentioned in their letters, a Deemster was running a few years ago and a Gwynne is still on the road, as are a couple of Clynos and a Star which I have come across from time to time. As regards that one-time famous American make, the Duesenberg, Mr. A. L. Perkin [65518] is quite right in what he says about the performance of this car. When fitted with a supercharger it was capable of accelerating through the gears from a standstill to 100 m.p.h. in 17 seconds—and this with a saloon body, too!

Readers may be interested to know that I have made a list of 306 British, American and Continental cars, most of which came on to and went from the market between 1900 and 1930.

London, N.W.8. M. A. HARRISON.

Interesting Recollections

[65574.]—In reply to letter [65513] I recall that Felice Nazzaro was a great Italian racing driver in the service of Fiat in about 1910. At that time many a race was won by the car whose crew was able to effect repairs most quickly, and a racing driver acquired a profound knowledge of all the weaknesses a car might have; so buyers had confidence in a car that was associated with his name. This was the reason for so many great drivers starting up as manufacturers. Most famous of those Fiat people who commenced making cars were Nazzaro and Vincenzo Lancia. As everybody knows, the latter's firm is still going strong, but the Nazzaro car did not survive the first world war.

A description of the Nazzaro was published in *Automobile Engineer* in 1914. It was a straightforward design with the usual separate gear box and a four-cylinder side-valve engine with all the cylinders in a single casting. At that time the making of such an intricate piece of foundry work was quite a feat (remember how long such a great firm as Austin clung to separate cylinders), but Italians were early masters of the art of multiple core work. In this direction Nazzaro had gone farther than perhaps anybody before or since, as his cylinder block not only contained the four cylinders but also the very body of the horizontal carburettor, which was placed transversely between the two middle cylinders, making use of the space that was necessitated by a long centre crankshaft bearing.

In reply to letter [65514] may I say that the Perry was an extremely popular light car in the years 1910-1920—at least in this country. About the latter year its manufacture was taken over by another concern and its name was changed to Bean. The Bean car did not last many years. KR. KAASLUND.

Copenhagen, Denmark.

Yeoman Service

A Globe-trotting Austin A.40

[65575.]—In reply to the letter [65468] from Mr. O. M. Rowden, I feel he might be interested in my experience with my Austin A.40 Somerset saloon.

At present it has some 20,000 miles to its credit—requiring no repairs to engine or running gear other than a rear wheel oil seal. However, it must be said that the last five months and 5,000 miles in Canada have taken more out of the car than the previous year's 12,000 miles in the U.K. and 3,000 in Europe.

The engine is a first-class unit generally. It has always started almost immediately on the starter, in temperatures down to −25 deg F. Admittedly, there is a block immersion heater (400-watt) on it and in use when the car is parked overnight. But periods up to 12 hours at −20 deg F without the heater in no way detracted from the engine's ability to start. The car is always outside, so you can imagine that conditions are far from ideal for it.

The heater and so-called air conditioner unit is just not up to cold weather—the car interior heater, that is. Down to 10 deg F the interior of the car is reasonably warm. At 0 deg F, however, it is no longer comfortable, and at −20 deg F it is positively cold. This situation exists in spite of having the air circulation through the radiator completely blocked off. Seemingly, heat dissipation from the car interior heater, plus some slight cooling effect from the radiator heater tank, is more than sufficient to cool the engine

City mileage in cold weather drops from a summer 28-32 down to 16-22 m.p.g. Snow and ice traction and the negotiability of snow and ice are excellent—much better than of any American car I have ever owned or driven.

Apparently the front coil springs and dampers are not up to Canadian roads—at any rate my car's front springs have sagged badly this last winter. and the dampers refuse to hold fluid for more than two weeks.

In general I am well satisfied, but believe that more development work is necessary to fit this car to Canadian conditions.

Ottawa, Ontario. R. A. K.

Calling Sportsmen

Rally Organization Advice Required

[65576.]—I would be grateful if any of your readers could offer suggestions regarding the organization and running of a motor rally on a small scale, catering for about 20 cars. It is not intended to exceed a total distance of 100 miles and afternoon tea and dinner in the evening will be provided. A scheme of awarding points to find a winner is desired. RALLYITE.

Oldham, Lancashire.

Alan Brown, worthy winner, brings his victorious Cooper-Bristol round Island Hairpin; the damage to the side was caused in a spin on the first corner in the second heat of the race.

BRILLIANT EM

THE 1954 edition of the B.R.D.C. British Empire Trophy Race, the sixteenth of the series, took place last Saturday on the newly lengthened circuit at Oulton Park, near Tarporley, in Cheshire. This is the first year since the war in which this race has been held on the mainland of Great Britain, and it was an unquestionable success; a large crowd estimated at over 30,000 people flocked to the circuit and saw an excellent day's racing in beautiful weather.

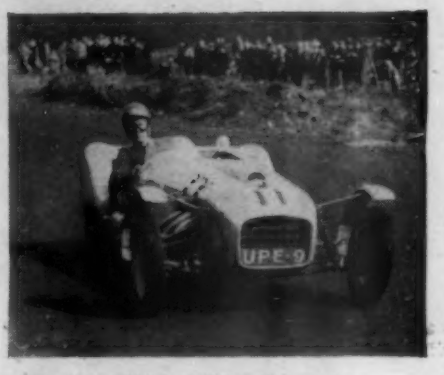
The race was run in three heats—each a separate scratch race for one of the three capacity classes—and a final which was run on a handicap basis. The success of the handicapping can be judged from the fact that the first two cars to finish—Alan Brown's Cooper-Bristol and Roy Salvadori's Maserati—came from the middle class; the third car—Peter Gammon's Lotus-M.G.—came from the small class, and the Jaguar XK120Cs which finished fourth, fifth and sixth represented the large cars. Although the result, as far as the winner was concerned, was not in doubt for the last third of the race, the margin was never sufficient to allow for any slip on the part of the leader. In all, 41 cars took part in the race; of these, 21 (seven from each heat) qualified for the final, in which there were 17 finishers.

THE weather was indeed perfect, both on the Friday (practice day) and on the race day itself. Oulton Park is a fine setting for a race meeting; a genuine road circuit, with the road running through woods and up and down in undulating parkland which forms excellent natural grandstands and vantage points from which spectators get a very good view over much of the course.

The three capacity classes were: up to 1,500, 1,501 to 2,700, and over 2,700 c.c., and the fastest practice lap in each class was put up by J. Riseley-Prichard (Cooper-Connaught) in 1m 55s (69.81 m.p.h.), Alan Brown (Cooper-Bristol) in 1m 52s (71.68 m.p.h.) and Tony Rolt (Jaguar XK120C) in 1m 49s (73.65 m.p.h.) respectively. Gammon's Lotus broke something vital in the engine department, and retired hastily for repairs: Chapman's new, very streamlined Lotus crashed on the way to the circuit and was being worked on feverishly to get it ready for Saturday, and right at the end of Friday's practice period Rolt slid his Jaguar into the bank at the hairpin and bent its nose, fortunately without much damage. W. A. Scott-Brown was excluded by the stewards from taking part because of his disability, although he had been driving fast and very competently, and the Lister was consequently offered to Ken Wharton to drive.

On Saturday morning spectators' cars were early on the scene, and long before 1 p.m. a considerable crowd had gathered in the crisp spring sunshine; people still came in in large numbers until well into the afternoon. Officials took up their positions, commentators cleared their throats, the cars came out on to the grid for heat 1 (up to 1,500 c.c.)—and the Empire Trophy had begun!

Coombs' Connaught led for the first two laps, but then Riseley-Prichard came to the fore in the streamlined *disco volante* Cooper-Connaught (which first appeared last season, then Riley-powered). Gammon (Lotus-M.G.) held third place, while Moss brought the Leonard-M.G. up to fourth in spite of the fact that the car was overgeared. Gammon passed Coombs on the fourth lap, but after another four the Connaught was second again. Chapman brought the new Lotus quickly right through the field to fifth place, but the car then boiled badly and lost power, retiring after a brief pit stop. Threlfall's Turner seemed likely to slide off the road at most of the corners; and Ken Wharton, strange to both car and circuit, brought the Lister steadily through the field to lie fifth at half distance—this heat was over 20 laps, or 44.6 miles.



The Lotus-M.G. of Peter Gammon, which went extremely well and took third place, streaks down the Avenue after Lodge Corner.

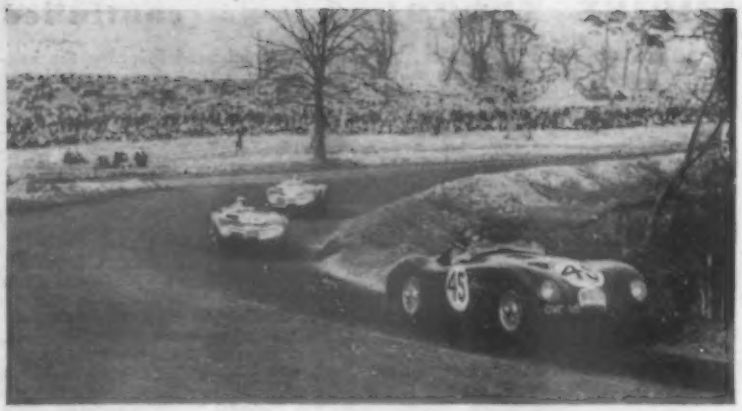
The order seemed to have settled down, when Riseley-Prichard coasted into the pits after 16 laps and retired with a broken half-shaft—cruel luck! Two laps later, and Gammon passed Coombs to put the Lotus in the lead—and then Wharton came slowly into the pit area at the eleventh hour; the Lister had run a big-end. Jackson's Cooper-M.G. also fell out right at the end, and these misfortunes let E. W. Lund's comparatively standard M.G. TF into seventh place and the final—a creditable performance.

The start of the last batch of cars in the final, with Coombs' Connaught taking the lead from Gammon (Lotus-M.G.) and Moss (Leonard-M.G.).

HEAT 1 RESULT (distance 44.6 miles, 20 laps)

1, Lotus-M.G. (P. D. Gammon), 39m 55s, 67.04 m.p.h.; 2, Connaught (J. Coombs), 40m; 3, Leonard-M.G. (S. Moss), 40m 5s; 4, Lester-M.G. (G. A. Ruddock), 40m 56s; 5, Gordini (R.

The trio of fighting Jaguars, never far apart throughout the final, branch on to the new extension at the Cascades; the order, as it remained, is Hamilton—Sanderson—Stewart.



Gallagher), 41m 3s; 6, Turner (C. H. Threlfall), 41m 52s; 7, M.G. (E. Lund), 41m 57s; 8, Lister (K. Wharton), 42m 29s; 9, Tojeiro-M.G. (A. Moore), 1 lap behind; 10, Kieft (A. L. Jones), 9 laps behind. **Fastest lap** (tie): Lotus-M.G. (Chapman) and Lotus-M.G. (Gammon), 1m 56s, 69.21 m.p.h.

Heat 2 (1,501 to 2,700 c.c.) left the line in a compact and purposeful bunch; Crook's Cooper-Bristol led round Old Hall Corner, but behind him Alan Brown's green Cooper slid right round and was hit by Salvadori in the Maserati, both cars spinning off and losing a minute or so while the others swerved to avoid them. A breath-taking moment; but nobody was hurt and only minor coachwork damage was suffered by the two cars—

PIRE TROPHY

ALAN BROWN (COOPER-BRISTOL) TAKES HONOURS IN HARD-FOUGHT BATTLE

both hot favourites, and eventually the first and second to finish in the final!

Meanwhile Crook led from Gould (Kieft) and Cliff Davis (Tojeiro), all three cars Bristol-engined. But Brown and Salvadori were going very fast back down in the field; after only three laps they were fourth and fifth, moving up to third and fourth when Gould disappeared (the Kieft having lost all its water) four laps later. At half distance (this heat was over 21 laps) Salvadori passed Brown and Davis to lie second, and next time round the Maserati was in the lead, and there it stayed. The Cooper-Bristols of Crook and Brown remained in second and third places; much farther back Ron Flockhart, in the fastest Austin-Healey, tried very hard to wrest seventh place from P. B. Reece (Frazer-Nash), but never quite made it.

HEAT 2 RESULT (distance 46.83 miles, 21 laps)

1, Maserati (R. Salvadori), 40m 19s, 69.69 m.p.h.; 2, Cooper-Bristol (T. A. D. Crook), 40m 21s; 3, Cooper-Bristol (A. Brown), 40m 32s; 4, Tojeiro (F. C. Davis), 40m 42s; 5, Frazer-Nash (F. R. Gerard), 41m 14s; 6, Frazer-Nash (P. Scott-Russell), 42m 3s; 7, Frazer-Nash (P. B. Reece), 42m 5s; 8, Austin-Healey (R. Flockhart), 42m 15s; 9, Cooper-Bristol (P. J. Kenneth), 1 lap behind; 10, Frazer-Nash (J. R. Stoop), 1 lap behind; 11, Austin-Healey (L. Macklin), 1 lap behind; 12, Austin-Healey (A. P. Hitchings), 2 laps behind; 13, Aston Martin (P. Deftt), 2 laps behind. **Fastest lap** (tie): Cooper-Bristol (Crook) and Maserati (Salvadori), 1m 52s, 71.68 m.p.h.

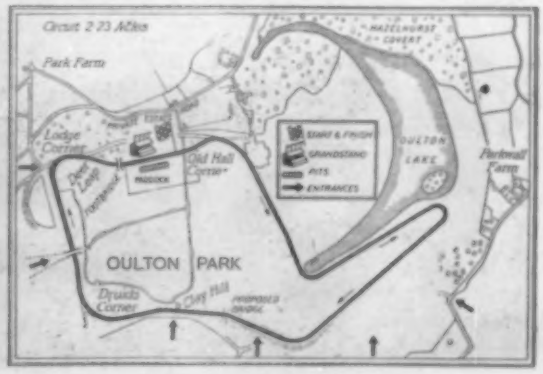
Then came heat 3, for the unlimited-capacity cars; all these were Jaguar XK120Cs except for Abecassis' H.W.M., Boston's R.G.S.-Atalanta (both Jaguar-engined), Berry's normal XK120 and Sir Jeremy Boles' Aston Martin DB3. From the start it was evident that the issue would lie between the privately owned Jaguar of Duncan Hamilton and the three ex-works disc-braked *Ecurie Ecosse* specimens handled by Rolt, Ninian Sanderson and Jimmy Stewart. Rolt led from the start with Hamilton second; but after six laps the leading car seemed to go slightly fluffy in its exhaust note, and Rolt dropped back to third (behind Hamilton and Sanderson) and then to fourth behind Stewart. It was evident that passing between these large and fast cars was a major problem on this short and twisty circuit; but the duel continued unabated, now with Hamilton in the lead and Sanderson endeavouring to pass him several times a lap. Abecassis held fifth place consistently in the H.W.M.; Berry strove hard with the XK120 to get into the first seven, fighting with Kelly's XK120C and Boles' Aston Martin; he had an exciting moment when the centre panel (non-standard) blew out of his bonnet near the Cascades, and then just when he had passed his two rivals he was forced to come into the pit with a stuck throttle.

Five laps from the end of this 22-lap heat Stewart put his Jaguar stern first into the bank at Lodge Corner, stalling the engine but getting away just before Abecassis appeared. This let Rolt back into third place. Sanderson made an all-out effort on the last lap, and almost drew level with Hamilton as the two Jaguars streaked out of Deer Leap for the finishing line—but Hamilton just held a narrow lead! A very good finish; and then, as Sanderson toured round on his extra lap, he slid off the road at the Cascades into the sand, and holed the sump of his car on a stone. This not only spread a good deal of oil on the road, but also put this car out of the race.

HEAT 3 RESULT (distance 49.06 miles, 22 laps)

1, Jaguar (J. D. Hamilton), 41m 17.4s, 71.29 m.p.h.; 2, Jaguar (N. Sanderson), 41m 17.6s; 3, Jaguar (A. P. R. Rolt), 41m 55s; 4, Jaguar (J. Stewart), 42m 13s; 5, H.W.M. (G. Abecassis), 42m 51s; 6, Jaguar (J. Kelly), 1 lap behind; 7, Aston Martin (Sir J. Boles), 1 lap behind; 8, Jaguar (B. Baxter), 1 lap behind; 9, Jaguar (M. W. H. Head), 1 lap behind; 10 Jaguar (G. Dunham), 1 lap behind; 11, R.G.S.-Atalanta (D. S. Boston), 1 lap behind; 12, Jaguar (R. E. Berry), 3 laps behind. **Fastest lap:** Jaguar (Sanderson), 1m 50s, 72.96 m.p.h

But in view of Sanderson's misfortune, Rolt sportingly stood down in the final and allowed the young Scot to drive his fellow-team car. The handicap for the final—based on the average times taken



(Left) Roy Salvadori takes the hairpin in the left-hand-drive Maserati, second place winner and lap record holder (Right) The plan of the lengthened Oulton Park circuit.

EMPIRE TROPHY . . . continued

by the first three cars in each of the heats—resulted in the smallest cars being given a start of two laps less 35 seconds, and those in the middle group one lap less 20 seconds, from the large cars. Consequently the last-named left first, followed by the second group and finally by the 1½-litres.

Off they went in three fighting batches, Duncan Hamilton once more leading from Sanderson, Alan Brown from Crook in their Cooper-Bristols, and Gammon's Lotus heading Stirling Moss' Leonard-M.G. But in fact, of course, the small cars were well in the lead on handicap, the order being Gammon—Moss—Coombs (Connaught) — Ruddock (Lester-M.G.). The cars soon became intermingled as the leaders of each group caught up with the tail-enders of the group before; but this order held in the race as a whole until the eleventh of the 32 laps, when Moss dropped out at Lodge Corner, the Leonard-M.G.'s clutch having burst. But it was evident that the middle group would be very hard to beat, and by lap 14 Brown was already third and gaining rapidly on Gammon and Coombs; Crook (who had changed the gear box of his Cooper-Bristol between heat and final) had already stopped, the valves having suffered when the car jumped out of second gear. Salvadori, who had been within striking distance of Brown, spun the Maserati round at Knicker Brook, the right-hand bend following the hairpin, and lost several places—possibly the race. At half-distance the order was Gammon — Coombs — Brown — Ruddock — Davis (Tojeiro) — Salvadori — Gerard (Frazer-Nash); the compact fighting bunch of Jaguars, Hamilton—Sanderson—Stewart, now lay 10th, 11th and 12th.

The Final Stages

After 18 laps Brown took second place, but it was not until the 24th that he passed Gammon to take the lead; the little Lotus was going at an incredible speed, keeping ahead of Scott-Russell's Frazer-Nash and actually passing at least one Jaguar XK120C! And Salvadori was hurling the Maserati round in a frantic effort to make up for his lapse, and on his 22nd lap set up a new record for the circuit in 1m 48s (74.33 m.p.h.) which remained unbeaten till the end. Coombs' Connaught misfired and dropped back; Salvadori caught and passed Gammon on the last lap but one; and then round came the unruffled Brown, in R. J. Chase's Cooper-Bristol sports car, to receive the chequered flag as winner of the 16th British Empire Trophy race. Thirty seconds later, and in screamed the Maserati, with the gallant little Lotus but four seconds behind in third place; another thirteen seconds and the pack of Jaguars—still in the same order—came tumbling across the line at one-second intervals. It was all over, and the end of a fine race.

The only cloud on a good day came in the shape of an enormous traffic jam at the two main entrances on the way out, when cars seemed to move only a few yards in an hour or more. But experience with large crowds will help here, for at least one other exit was clear quite early and could have been used to greater advantage.

FINAL RESULT (race distance 71.36 miles, 32 laps of 2.23-mile circuit)

1. *Cooper-Bristol 1,971 (A. Brown), h'cap 1 lap minus 20s, 59m 7s, 70.56 m.p.h.
2. Maserati 1,988 (R. Salvadori), 1 lap—20s, 59m 37s, 69.96 m.p.h.
3. *Lotus-M.G. 1,467 (P. Gammon), 2 laps—35s, 59m 41s, 67.92 m.p.h.
4. *Jaguar 3,442 (J. D. Hamilton), scr., 59m 54s, 71.48 m.p.h.

5. Jaguar 3,442 (N. Sanderson), 59m 55s; 6. Jaguar 3,442 (J. R. Stewart), 59m 58s; 7. Tojeiro 1,971 (P. G. Davis), 1h 0m 11s; 8. H. W. M. 3,442 (G. E. Abecassis), 1h 0m 15s; 9. Frazer-Nash 1,971 (P. R. Gerard), 1h 0m 21s; 10. Connaught 1,484 (J. Coombs), 1 lap behind; 11. Frazer-Nash 1,971 (P. Scott-Russell), 1; 12. Jaguar 3,442 (J. Kelly), 1; 13. Turner 1,496 (C. H. Threlfall), 1; 14. Gordini 1,490 (R. Gallagher), 2; 15. Jaguar 3,442 (B. Baxter), 2; 16. M.G. 1,466 (E. W. K. Lund), 2.

Still running: 17. Cooper-Bristol 1,971 (T. A. D. Crook), 7 laps completed.

Retirements: Lester-M.G. (G. A. Ruddock), 18 laps, engine; Frazer-Nash (P. B. Reece), 18 laps, engine; Leonard-M.G. (S. Moss), 11 laps, clutch; Aston Martin (Sir J. Boles), 2 laps, brakes.

Fastest lap (record): Maserati (Salvadori), 1m 48s, 74.33 m.p.h.

* indicates class winner.

Winners' Equipment: Cooper-Bristol: Esso fuel and oil, Solex carburettors, K.L.G. plugs, Dunlop tyres, Mintex brake linings, Lucas ignition and Armstrong suspension dampers. **Maserati:** Esso, Weber, K.L.G., Dunlop and Pirelli, Ferodo, Marelli and Houdaille. **Lotus-M.G.:** Esso, S.U., Lodge, Dunlop, Mintex, Lucas and Woodhead-Monroe. **Jaguar:** Shell, Weber, Lodge, Dunlop, Mintex, Lucas and Girling.

MASS MANŒUVRES

LONDON M.C.'s LITTLE RALLY HAD BIG ENTRY AND PLENTY OF TESTS

ALTHOUGH it could hardly be described as one of the more glamorous and eventful rallies, the London M.C.'s Little Rally is remarkably popular and, although it is a closed event, this time (April 10) attracted 336 entries (22 non-starters). To preserve the day-time character of the event, the start from Ascot was put forward an hour. The day was a glorious one of soft sunshine and bursting spring. The route to be followed was fixed by an extremely lucid route card, so presented no navigational difficulties, and it wandered happily through the byways of Berkshire (The Scribe Country) and Hampshire, taking in the New Forest and reaching Beaulieu. Much of the country covered was woodland, and much was open downland and heaths, permitting a bit of lost time to be made up, even in byways, so everyone kept pretty well up to schedule. The rally was punctuated by no fewer than eight manœuvring tests, with an extra in the form of a brake test after the wide ford at New Mill. The ford was shallow, but however carefully it was taken, some moisture got on the brakes, and competitor after competitor overshot the mark: a Morgan achieved a perfect broadside on the hard, tarmac road. All the tests were held on actual roads and tracks (heavily marshalled, to avoid any inconvenience to any non-competitor who cropped up), which gave them a lot more character than airfield tests. The one at Wellow was amusing, for it consisted of *two* tight circles round a pylon, and it was not only permissible but also essential for the tails of the larger cars to slide if they were to make it; the earthy edges of the road were much in use. At Polecat Corner the shunting manœuvres were mostly to-and-fro and complicated, comprising three to's and three fro's. At Littleton, there was that insidious hazard, a downhill bend and

The surface at the Pitt Down test needed watching, but the Zephyr of J. L. Goddard Watts, raising a cloud of dust, was well under control.

J. H. Smith's old Riley Nine takes the New Mill ford carefully, for there was a brake test just beyond it.

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MASS MANŒUVRES . . . . . continued

stop, and at Pitt Down, a splendid T-junction test where a grass island introduced a smart swerve into the final sprint. Indeed, it was an event more or less decided by smart handling, that taxi stuff at which the experienced excel. Lieut. Wise, the winner of the American award with an Austin-Healey, gave early signs of a likely winner.

But the Little Rally is essentially a family party, and many brought young sons and little daughters to bear them company. Mrs. L. M. Vaughan, a veteran competitor, was escorted by a poodle; and S. H. Smith brought along a venerable Riley Nine crewed by an Aberdeen terrier (both these examples of vintage suspension were stately but stiff in the manœuvring tests). If there had been a *Prix de Confort*, it might have gone to the U.S. Chevrolet with special Coca-Cola stowage and built-in opener. . . . There were over two dozen entries for the American trophy, mostly driving British sports cars, with a few Continental souvenirs.

There was an enormous and cheerful club party of unfatigued competitors at Ascot after the rally, the crowded ballroom providing the trickiest manœuvring tests of the day.

PROVISIONAL RESULTS

London Challenge Cup: Jaguar 3.442 c.c. (M. R. Lawson). **Club Challenge Cup** (opposite class winner): Sunbeam-Talbot 2,267 c.c. (P. Harper and N. Garrad). **Specials Cup:** Bray Sno. 1,172 c.c. (A. F. Bray). **Coupe des Dames:** M.G. 1,250 c.c. (Miss P. E. White and Miss P. Domleo). **Novices Trophy:** Triumph 1,991 c.c. (Mrs. E. Lashwood and S. Leach). **American Trophy** (best U.S.A. entrant): Austin-Healey 2,660 c.c. (Lt. H. D. Wise and B. Weaver).

Class award winners: Class 1A: 1, M.G. 1,250 c.c. (B. Moore). 1, Sunbeam-Talbot 2,267 c.c. (Mrs. P. Clarke and Mrs. Armitage). 3, Austin-Healey 2,660 c.c. (G. M. White). **Class 1A:** 1, Ford 1,172 c.c. (R. W. Faulkner). 2, Ford 1,172 c.c. (P. R. C. Brooks and J. W. Spicer). 3, Jowett 1,486 c.c. (C. W. Yates and A. Pine). **Class 1B:** 1, Lawson. 2, Morgan 2,088 c.c. (H. M. Denton). 3, Jaguar 3,486 c.c. (E. Burke and P. S. Cocton). **Class 2B:** 1, Harper. 2, Jaguar 3,442 c.c. (M. R. G. Mostyn). 3, Allard 3,622 c.c. (C. Smith). **Class 3:** 1, Bray. 2, Debow 1,172 c.c. (G. J. E. Dixon and J. A. Van B. Bik). 3, Debow 1,172 c.c. (E. G. Walsh).

Novices' awards: 1A, Triumph 1,991 c.c. (R. W. and Mrs. W. Cookson). **2A,** Ford 1,172 c.c. (K. Stokes and A. Burgess). **1B:** Morgan 2,088 c.c. (A. J. Blair). **2B,** Standard 2,088 c.c. (T. H. and Mrs. E. Neilson). 3, M.G. 1,292 c.c. (K. J. Fullerton and A. O. Mittlemeyer).

FOUR-IN-ONE

GOOD VALUE FOR MONEY IN BENTLEY DRIVERS' CLUB'S EASTBOURNE RALLY

Dr. D. P. Harris takes his T.T. Replica Frazer-Nash round the first corner at Firle to record second f.t.d. of 33.6s.

FEW clubs can claim to have given better value for money than did the Bentley Drivers' Club in their Eastbourne Rally last week-end. The event was divided into four separate competitions, all for the price of one entry fee. The rally started on Friday night when 63 starters (including 28 Bentleys) left the six starting points (London, Mildenhall, Atherstone, Bristol, Fordingbridge and Uckfield) to converge at Aston Rowant for the 200-mile secret route.

This route was made up of five separate sections—Aston Rowant to Northolt, Northolt to Slough, Slough to Bracknell, Bracknell to Guildford and Guildford to the breakfast stop at Box Hill—and each section started with a time control. Very ingenious ideas were used to indicate on the route card the routes to be followed. For the 52-mile Aston Rowant-Northolt section a series of 81 three-figure numbers were given; these were the "heights above sea-level" printed on the map along the correct route. This section included a seven-mile circuit which passed through the same passage control twice. One car came almost into the control, recognized the marshals and backed hastily away again. The confusion was helped by the marshals who brightly wished crews "good night" after their first visit—in the knowledge that they would soon be seeing them again.

"A"-round the Corner

The Northolt-Slough route was found by turning right at every "A" road and left at every "B" road. It was extremely bad luck that, in such a thoroughly well-run event, there should be an "A" road in Slough almost exactly opposite a "B." The result was that many competitors wandered about in the rather dismal fog patches in this Thames-side district, completely lost. The Slough marshals, whose post was on a bridge, surrounded by fog, had only three customers for the night. This section was subsequently omitted in the calculation of final results.

The sun came up on Saturday morning in a clear blue sky—perfect spring weather which lasted throughout the event. Cars arrived at early dawn, high on Box Hill for breakfast, before moving on to Goodwood for the regularity test. A reconnaissance lap was followed by two complete laps and a final ½ lap to leave the circuit at Woodcote corner. A. G. Oldworth's DB1 Aston Martin had the distinction of covering the three laps in identical times (2m 13s), these being f.t.d.

After Goodwood the field moved off to Eastbourne for lunch—G. M. Crozier's beautifully preserved Trojan being escorted along the promenade by the elegant new Bentley saloons of R. Messervy, service manager and director of Bentley Motors, and Stanley Sedgwick, president of the B.D.C. After lunch followed six driving tests on the sea-front. These were well attended by large crowds wearing colourful summer clothes in the sunshine. C. Whitehall's 4½-litre Bentley—winner of last year's event—was handled with astonishing verve and put several of the more sporting cars to shame. The skilful driving of the several entries from the Hendon and Essex police driving schools was noticeable in these tests, particularly that of H. J. Shillabeer with his Humber Super Snipe.

Night In

After Saturday night in Eastbourne hotels, when crews made up for lost sleep (and several overslept on Sunday morning), the cars moved off to Firle Beacon—a privately owned hill on the last-but-one bump before the South Downs terminate abruptly in Beachy Head. The weather on Sunday was perfect, cars being covered with a thin coating of summer dust. The Trojan poppled up in 135.4s to score—by a handsome margin—slowest time for Crozier, who also holds the record of 32.2s in the Barnato-Hassan 8-litre Bentley. Fastest time of 33.2s was by R F. Wright's 4½-litre Lagonda Rapide and A. J. Hollington's climb in 36.6s in his 4½-litre Bentley was very neat indeed. M. A. L. Coote's 1925 Diatto, too, was fast and impressive.

Soon after 4 p.m. the event finished and, as the last car returned down the hill, the results for the whole rally were announced over the public address system—a commendable effort.

PROVISIONAL RESULTS

Eastbourne Challenge Trophy: 1, Aston Martin DB1 (A. G. Oldworth) 265.5 marks lost; 2, Humber (H. J. Shillabeer), 312.7; 3, 4½-litre Bentley (I. Tetley-Jones), 360.1. **Supplementary Contest (Driving Tests and Hill Climb):** 1, M.G. (L. Yallop), 225.4 marks lost; 2, Riley (C. T. Jackson), 246; 3, Alfa Romeo (J. C. Erskine-Hill), 273.4. **Hill Climb:** 1, Lagonda (R. F. Wright), 33.2s; 2, Frazer-Nash (D. P. Harris), 33.6s; 3, Lagonda (L. S. Michael), 34.0s. **Team Award:** 1, A.M.O.C. (R. Mennel, A. G. Oldworth and J. P. P. Tate); 2, Metropolitan Police Driving School (W. J. Gubbins, W. L. Dennis and A. T. E. Chea.); 3, V.S.C.C. (M. A. L. Coote, L. J. Wickham and H. G. Campbell).

D. Midgley listens attentively to the marshal's instructions before embarking on one of the Eastbourne driving tests in his 3-litre Bentley.

THE SPORT . . . . . By J. A. Cooper

EMPIRE TROPHY ● HAWTHORN INJURED ● TOUR OF SICILY

THE experiment of running the Empire Trophy race at Oulton Park must certainly be accounted a success, both from the point of view of producing an excellent race and from that of attracting and satisfying a large crowd, which is so necessary for any meeting to be financially stable. Alan Brown deserved to win; the Cooper-Bristol was well prepared and sounded as good at the end as at the start, nor were there any untoward oil leaks to be observed. For that matter, the same comments apply equally to the second and third placemen; the Maserati is a joy to behold, and had Salvadori not spun round the finish might have been very closely fought indeed. The Lotus-M.G. captured the crowd's fancy; it really went remarkably fast and its cornering powers—of which Gammon made full use—are unquestionable. The Jaguars, of course, suffered slightly from the amount of passing which they had to do; Hamilton drove as well as ever, while Sanderson drove the race of his career—it is no reflection on him to comment that his ex-works car probably just had the edge on Hamilton's, especially in braking.

Other good performances were too numerous to mention; Gerard was as polished as ever in his Frazer-Nash (now with Bristol anti-roll bar at the front), Lund did well with the modified M.G. TF (much heavier than its 1½-litre rivals), and both Riseley-Prichard's Cooper-Connaught and Chapman's new Lotus will obviously have to be reckoned with in future events. And now for Easter!

LAST Sunday's Syracuse G.P. seems to have been a very patchy race, Ferrari eventually emerging victorious. Marimon took the lead in his 2½-litre Maserati, but slid badly on a corner on the fourth lap. Hawthorn, close behind, could not avoid him, his Ferrari catching the Maserati a glancing blow; Gonzalez' Ferrari then hit Hawthorn's in the tail, and the latter caught fire. Hawthorn leapt out, his overalls on fire, and rolled on the ground to extinguish the flames; Gonzalez, meanwhile, jumped out to help him, and both their cars were burnt out. Farina, next in line, took violent avoiding action and spun his Ferrari round twice, but was able to continue, and took the lead when Marimon's car had clutch trouble only nine laps before the end.

Mike Hawthorn was taken to hospital with second degree burns which will keep him out of action for some weeks, but his condition is stated to be not critical.

RESULT (race distance 273.5 miles, 80 laps of 3.42-mile circuit).

1, Ferrari (G. Farina), 2h 51m 57.2s, 95.3 m.p.h.; 2, Ferrari (M. Trintignant) 1 lap behind; 3, Maserati (E. Mantovani) 5 laps behind; 4, Ferrari (R. Manzon) 7 laps behind; 5, Ferrari (R. Laurent) 13 laps behind.

AN interesting race meeting called the Hedemoralopp is scheduled to take place on May 23 at Hedemora, in Sweden; the circuit is asphalt-surfaced and measures 4.52 miles to the lap. There will be two principal events, one for sports cars, the other for formula 3 machinery; the meeting has an International permit and the organizers hope for a good British entry. The sports car race is divided into two categories, sports racing cars and series production sports cars; the former is further sub-divided into over- and under-2,000 c.c. capacity classes and will be run over 25 laps, while the latter has three classes (up to 1,600, 1,601 to 2,600, and over 2,600 c.c.) and will be run over 12 laps. For these events 85-octane fuel must be used, which will be supplied by the organizers. The formula 3 race will last for seven laps, and any fuel may be used.

The meeting is organized by the Swedish national club, the Kungl Automobil Klubben; British entries must, of course, be made through the R.A.C. Any British competitor is assured of a hearty welcome, and Swedish hospitality is renowned; entries close on May 5, all enquiries to the secretary of the meeting, Sture Agvald, K.A.K., Stockholm 16, Sweden.

THE Tour of Sicily (which is a race for touring and sports cars, the name being perhaps slightly misleading) which took place on Sunday, April 4, was won by Taruffi in a 3.3-litre Lancia sports-racing car of the type which ran at Sebring recently. At first he was strongly challenged by Maglioli (Ferrari), but the latter crashed and overturned his car at half distance, fortunately with only superficial damage to himself. Second place was, therefore, eventually taken by Carini in a special series touring Alfa Romeo 1900—a remarkable effort, as he defeated all the remaining sports Maseratis and Ferraris in the process. This race, the fourteenth of the series, was run over its customary 671-mile circuit round Sicily; it shares with the Mille Miglia the distinction of being the last of the old town-to-town races with which racing began at the turn of the century.

RESULT (race distance 671 miles)

General Classification: 1, Lancia 3.300 (P. Taruffi), 10h 24m 37s, 64.45 m.p.h.; 2, Alfa Romeo 1,884 (Carini), 11h 22m 14s; 3, Ferrari 2,962 (Gerini), 11h 25m 41s; 4, Maserati 1,996 (Musso), 11h 27m 20s; 5, Ferrari 4,101 (Musitelli), 11h 30m 49s.

Class Winners: Special series touring, up to 750 c.c.: Dyna-Panhard (R. Cotton); **1,300:** Fiat (Mancini), 12h 21m 54s; **over 1,300:** Carini. **Grand Tourisme, up to 1,300:** Fiat (Cioli), 12h 5m 29s; **2,000:** Fiat (C. Leto di Priolo), 11h 59m 37s; **over 2,000:** Lancia (Pieres), 11h 58m 58s. **Sports, up to 750:** Gianni (Zappala), 13h 21m 32s; **1,100:** Stanguellini (Siracusa), 12h 7m 5s; **2,000:** Musso; over **2,000:** Taruffi.

MAIN event in the B.A.R.C. International car race meeting at Aintree (the first on this new circuit) on May 29 will be the Aintree International 200 for racing cars, which is to be run in two heats, each of 17 laps or approximately 50 miles, and a 34-lap 100-mile final. In addition, there will be a 10-lap formula 3 race and a 10-lap sports car race. Further details are awaited with interest; there is the distinct possibility of at least one prominent works team entry from the Continent for the main event.

THE latest hush-hush Jaguar sports racing car, which still uses the well-tried twin-o.h.c. 3,442 c.c. six-cylinder engine but has an entirely new and much lighter chassis, has been tried out recently in prototype form on the circuit at Rheims, in France. This is destined for Le Mans; there will not be an official Jaguar sports entry in the Mille Miglia this year.

COMING SHORTLY

APRIL 15-19.—Nice automobile week, France.
16-17.—M.C.C. Land's End Trial, starting from Launceston, Virginia Water and Kenilworth.
17.—Pembrokeshire M.C. Speed Hill Climb, Lydstep, near Tenby, Pembrokeshire, 1.30 p.m.
17.—Blackburn Welfare M.C. Race meeting, Brough Aerodrome, Yorkshire, 1 p.m.
17-18.—Vintage S.C.C. Northern Rally and Trial.
17-19.—Scottish S.C.C. Highland Three Days' Rally
17-20.—Ulster A.C. Circuit of Ireland Trial.
18.—Nantes Rally, France.
19.—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 1.30 p.m
19.—Pau G.P., France
19.—Marrakech race, Morocco.
19.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham Kent, 2 p.m.
19.—West Cornwall M.C. Hill Climb, Trengwainton, Madron, near Penzance, Cornwall, 2 p.m
21.—A.C. Owners' Club Annual general meeting Marlborough Head, North Audley Street, London W.1, 8.15 p.m.
24.—Aston Martin O.C. Spring race meeting, Snetterton, near Thetford, Norfolk, 11 a.m
24.—Scottish M.R.C Race meeting Kirkcaldy, Fife.
24.—Bentley D.C. Annual general meeting, Welcombe Hotel Stratford-on-Avon, Warwickshire, 3 p.m.
24.—West Essex C.C. Spring dance, Ye Olde Kings Head Hotel, Chigwell, Essex, 7.30 for 8 p.m.
24-25.—Hants and Berks M.C. Riverside Rally, Phyllis Court Club, Henley-on-Thames, Oxfordshire, 7 p.m.
24-25.—Wirral Hundred M.C. Wallasey Rally, No. 1 car park, New Brighton Promenade Wallasey, Cheshire, 10 p.m.
25.—Lancashire and Cheshire C.C. Derbyshire Trial Bull i' th' Thorn Hotel, Hurdlow, near Buxton, Derbyshire, 10 30 a.m.
25.—Coventry and Warwickshire M.C. T. G. John Cup Rallyette, Sportsmans Arms Hotel, Allesley, near Coventry, 12 noon.
25.—Cambridge Fifty C.C. and Bedford A.E.C Bushmead Speed Trial, airfield near St. Neots, Huntingdonshire.
25.—Bentley D.C. (Scottish Region). Scottish Lothians Rally, Melville Castle Hotel, Eskbank, near Edinburgh.
25.—Citroen C.C. Treasure hunt, Ace Service Station, North Circular Road, London, N.W.10, 2 p.m.
25.—Riley M.C (N.E. Centre). Map reading trial, Paragon Motor Co., 5, New York Road, Leeds, 2 p.m.
25.—North London M.C Novelty competition, Odeor Garage Great North Road, Underhill, Barnet Hertfordshire, 2.15 p.m.
25.—"W.O." Club. Annual general meeting, Grand Hotel, Broad Street, Bristol, 3 p.m.
25-May 1.—Tulip Rally, Holland.

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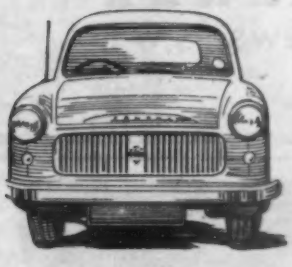

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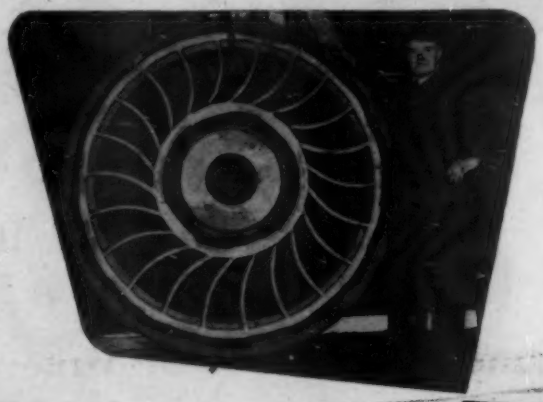

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CLUB NEWS

Duncan Hamilton concentrates hard on the job in hand as he brakes his C-type Jaguar hard for Lodge Corner in last Saturday's Empire Trophy race

Eastern Counties M.C.—One of the highlights of the race meeting held at Snetterton on Saturday, April 3, was the performance of B. H. Lister's new 1,467 c.c. Lister, driven by A. Scott-Brown. C. Boulton, too, contributed to the fun when his Healey lost a rear wheel in one of the scratch races. P. Woozley overturned his three-carburettor Ford Zodiac during practice, though he subsequently finished second in the three-lap handicap for saloon cars. Results are as follows:—

Five-lap Scratch Race for cars up to 1,172 c.c. and 1,173-1,500 c.c.: 1, Lister 1,467 (A. Scott-Brown). 2, M.G. 959 (D. R. Moore). **Five-lap Scratch Race 1,501-2,500 and over 2,500c.c.:** Jaguar XK120 3,442 (M. Connell). **Five-lap Handicap, up to 1,500 c.c.:** Lister 1,467 (A. Scott-Brown). **Five-lap Handicap, over 1,500 c.c.:** Morgan 2,088 (M. J. Warner). **Three-lap Handicap for Closed cars:** Jaguar XK120 3,442 (R. G. Playford).

M.G.C.C.—A varied entry of 22 cars left the Cross Hands Hotel, Old Sodbury, near Bristol, on Sunday, March 21, for the S.W. Centre's Navigation Rally. Divided into four sections, the rally entailed competitors' obtaining the greatest possible number of marks from each section—the order in which they were carried out did not matter. The nature of each section was very ingeniously thought out. Results are as follows:—

Sanctuary Trophy: 1, Austin A.30 (J. D. Hall), 68 marks; 2, Ford Zephyr (C. J. Toomer), 60 marks; 3, M.G. TD (Dr. M. D. King), 54 marks.

Renault O.C.—The Night Navigation Rally, held on March 6-7, was well attended, arduous and satisfactory. The 240-mile route started from Oxford and went into the Stroud area. Despite appalling weather, the enthusiasm of marshals and competitors made the event a success.

Herts County A.C.—On May 22 the club will hold a speed hill climb at Westbrook Hay, near Hemel Hempstead, Hertfordshire. There will be classes for sports and racing cars. The course has been lengthened to 650yd and includes a further corner at the top. The annual Ramsgate Speed Trials will be held on July 11 in conjunction with the N.L.E.C.C.

Alvis O.C.—Thirty-one cars, representing 26 years of Alvis design, were on show at a *concours d'élégance* at Milford, Surrey, on March 28. The results of the *concours* are as follows: 1, 1928 12-50 (C. W. Cooper); 2, 1933 Silver Eagle (T. W. Whitehead); 3, 1939 4.3-litre (E. Powers).

Exmoor M.C.—The results of the main road event, held on Sunday, April 4, are as follows: 1, Morris Oxford (J. Ridler); 2, Triumph Mayflower (P. J. Webber); 3, Jaguar (J. Bullivant). The club's next event will be the Spring Sporting Trial, on April 25, starting and finishing at the Valiant Soldier, Roadwater, Somerset. The Exmoor One-day Rally, to be held on May 30, will have three starting points—Walford Cross (Taunton), Minehead and North Molton.

Sunbac.—Regulations are available for the Llandudno Rally, to be held on May 1-2, for which entries close on Wednesday, April 21—first post. It is emphasized that the speed section has been chosen so that it shall *not* be known as the Welsh G.P. The route will cover 250 miles to Llandudno, testing the use of maps and timekeeping and possibly including driving tests. At Llandudno there will be an examination for condition of vehicles and further driving tests.

V.S.C.C.—An alteration in the list of results of the Pomeroy Memorial Trophy meeting has been announced. These are now as follows:

Pomeroy Trophy: 1914 Sunbeam (J. G. Sears). **First-class Awards: Edwardian:** 1914 Vauxhall (L. Pomeroy). **Vintage:** 1929 O.M. (P. J. E. Binns) and 1928 Bentley (G. G. Macdonald). **Non-Vintage:** 1952 Aston Martin (D. L. Sidney). **Second-class Awards:** 1932 Alfa Romeo (J. M. Crowther), 1927 Lancia (T. H. Vessey).

Maidstone and Mid-Kent M.C.—Regulations are now available for the Silverstone race meeting to be held on Saturday, May 22. Closing date for entries is May 12 and the following clubs are invited: B.A.R.C., Vintage S.C.C., 750 M.C., N.L.E.C.C., Peterborough M.C., Half-Litre and Sunbac.

Sunbeam-Talbot O.C.—The club held its first night navigation rally on Saturday, April 3, and 54 competitors started at one-minute intervals from the Hog's Back Hotel, near Farnham, the first car leaving at 8.30 p.m. The route, 90 miles in length, was divided into five sections and only 16 competitors visited each control. The remainder retired; one (at least) of them is accounted for by the fact that he was looking for a six-figure map reference on an Esso map of Southern England, scale 1in to 5 miles!

B.A.R.C.—Regulations and entry forms for the Goodwood sports car meeting on Saturday, May 1, are now available. Entries close on Saturday, April 17. The events at this meeting are for members only.

V.C.C.—The Brighton Rally and timed run will be held on Saturday, May 8. Only cars manufactured before 1917 may compete and only those which have been officially dated by the club or for which dating application forms have been submitted. Entries close on Saturday, April 17.

Hants and Berks M.C.—Regulations are available for the Riverside Rally to be held on April 24-25. The event will be centred on the Phyllis Court Club at Henley-on-Thames and will cover a route of 400 miles. Entries may be submitted by members of the following clubs: B.A.R.C., London M.C., Cemian M.C., Maidstone and Mid-Kent M.C., Seven-Fifty M.C., Combined Universities M.C., Thames Estuary M.C., and the organizing club.

B.A.R.C.—The results of the All Fools' Rally, held on March 27-28, are as follows:—

Best Performance: Simca Aronde (K. N. Lee), 152 marks lost. 2, M.G. (M. C. Mason) 193 marks lost. 3, M.G. TD (A. Stross), 202 marks lost. **Best in Class 1:** Jowett Javelin (J. H. Burnhill), 421 marks lost. **Best in Class 3:** Vauxhall Velox (J. D. Scott), 249 marks lost. **First-class Awards:** M.G. TD (D. Gray), M.G. TC (R. W. Cawthron), 2½-litre Riley (E. O. Jackson), Rover P.4 (T. A. Smith), M.G. TD (J. S. Ramsbottom), M.G. (R. Williamson). **Team Award:** M. C. Mason, A. Stross and D. Gray.

London M.C.—Regulations and entry forms for the first Goodwood sprint meeting, to be held on Saturday, May 22, are now available Entries close on Saturday, May 8, and there will be classes for open and closed cars. The meeting will start at 12.30 p.m.

Riley M.C.—The Candlelight Rally, run by the Scottish Lowland Centre, took place on Saturday, March 27, in fine weather over a course of 50 miles. There were five controls, three driving tests and three secret checks; the results were calculated on the road sections only. The start was at Milngavie, near Glasgow, on A81, at 7 p.m.

Results: 1, 2½-litre Riley (W. P. Dennison), 8 marks lost; 2, 1½-litre Riley Kestrel-Sprite (H. Falconer), 10 marks lost; 3, Riley Monaco (A. Mould), 14 marks lost.

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1953 Mark VII **JAGUAR** saloon, black and brown. Heater, loose covers to front seats. 3,500 miles.

1953 Mark VII **JAGUAR** saloon. Grey. One owner, radio, heater, Lifeguard tubes. 16,000 miles. £1,275.

1952 **AUSTIN** Sheerline saloon. One owner. Black with beige leather. 20,000 miles. £850.

1949 **HUMBER** Snipe saloon. One owner. Heater. 19,800 miles. Black with brown leather. £495.

1953 **ASTON MARTIN** DB.2, radio, heater, third seat. Dark blue with grey leather. 6,600 miles. As new. £2,150.

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1953 **JAGUAR** Mark VII saloon, 12,000 miles. One owner. Radio. High-geared steering and special shock absorbers £1,385
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1949 (Nov.) **JAGUAR** 3½-litre Mark V saloon. One fastidious owner. H.M.V. radio. Original condition £745
1947 **JAGUAR** 1½-litre special equipment saloon. New engine £495
1953 **AUSTIN** A.90 Atlantic saloon, 13,000 miles. Radio and heater £785
1950 **AUSTIN** A.90 convertible, 26,000 miles. Radio and heater £535
1953 **AUSTIN** A.70 Countryman. Leather, and heater. 11,000 miles £895
1953 **CITROEN** Light 15 saloon. Large boot model £725
1952 **AUSTIN** A.40 Somerset saloon, 10,000 miles only. Radio and heater £625
1951 **HUMBER** Super Snipe Mark III. Heater. Immaculate £635
1950 (Dec.) **HILLMAN** Minx Mark IV. One owner. Heater. New tyres £495
1948 (Oct.) **RILEY** 2½-litre saloon. Heater £545
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IN BRIEF

A new Rootes garage called the Olympia Service Station was recently opened in Manchester by Miss Sheila Van Damm, who is well known for her activities in rallies. Here she is driving her Sunbeam-Talbot through the tape to perform the opening ceremony.

Mr. H. Cock, A.C.A., has been appointed secretary of Lodge Plugs, Ltd., of Rugby. He succeeds Mr. G. Harrison, who has been with the company for 30 years.

A lubrication chart for the new Ford Anglia and Prefect is now available free on request to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1, the makers of Castrol oils.

An interim dividend of 12 per cent will be paid on May 1 to the ordinary shareholders of Henlys, Ltd. The dividend will be for the 12 months ending August 31, 1954.

Matchless Radiator and Bodyworks, Ltd., of 1, Glengall Road, London, S.E.15, have taken over the radiator core manufacturing and repair department of W. and A. Williamson and Co., Ltd., of Brewery Road, London, N.7.

A new stock depot has been opened by T. C. Ginn, Ltd., 135-137, Tavistock Street, Bedford, for the Avon India Rubber Co., Ltd., of Melksham, Wiltshire, for the purpose of improving distribution facilities in Bedfordshire.

The Regent Oil Co., Ltd. has published a set of six road maps covering South-west England, South-east England, Wales and West Midlands, Eastern Counties, North of England and Southern Scotland. The scale is six miles to an inch. The maps cost 2s each and they may be obtained from Regent dealers.

A book called *National Heritage* has been published by the National Benzole Co., Ltd., Wellington House, Buckingham Gate, London, S.W.1. It gives the situation of British beauty spots and it contains many fine photographs. A brief description of benzole and its production is included on the last page. Copies may be obtained without charge on application to the company's publicity department.

Service weeks for owners of Rootes Group cars will be held commencing as follows: April 26, Tower Service Garage (Epping), Ltd., High Road, Epping, Essex; May 24, Alpha Motors, Ltd., Crossways Service Station, Blackall Lane, East Greenwich, London, S.E.10; August 30, Regal Garage (Old Kent Road), Ltd., 814, Old Kent Road, London, S.E.15; September 13, McKinnon Motors, Ltd., 111, Stafford Road, Wallington, Surrey; November 1, Modern Service (Wimbledon), Ltd., High Street, Wimbledon Common, London, S.W.19.

A Shell phrase book for motorists, in 15 languages, has been issued by Shell-Mex and B.P., Ltd. It gives phrases about cars with a glossary of motoring terms, and also gives sentences for shopping, business and so on. Conversion tables are included. The booklet is available without charge on application to Touring Service, Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2.

Charles Clark and Son, Ltd., of Wolverhampton, who recently joined the Owen Organization, have acquired the business of the Gaol Square Motor Co., Ltd., of Stafford. Adjoining property has also been acquired and extensions are being made. In 1952 Mr. L. P. Lord, K.B.E., opened new branch premises for Charles Clark and Son, Ltd., in Shrewsbury, and considerable extensions are now being planned there to meet increasing demands.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16890. 1939 Humber Sixteen
"V.D.B."—General information, wiring diagram and a handbook.

No. 17791. 1939 2-litre M.G.
"A.J.M."—Performance data, general information and a handbook.

No. 16892. 1936 Wolseley Fourteen
"S.F.L."—All possible information and a handbook.

No. 16893. 1937 Rover Fourteen
"E.G.B."—Any available information and a handbook.

No. 16894. 1933 A.C. Ace Coupé
"L.E.H.J."—Road-holding, general handling, speeds on gears, fuel consumption, and any other information on single-carburettor model.

No. 16895. 1931 Wolseley Hornet
"J.C.S."—Performance data, particularly fuel consumption.

No. 16896. 1927 Austin Seven
"D.P."—All possible information and a handbook for the Gordon England two-seater.

No. 16897. 1929 Austin Twelve
"K.T."—Maintenance details, particularly as to preserving fabric body, and a handbook.

No. 16898. Handbooks Required
"R.J."—1938 Rover Ten.
"W.W."—1948 Wolseley Eight: workshop manual.
"A.J.D."—1938 TA-type M.G. Midget.
"P.A."—1936 Rover Twelve sports.
"F.C.L."—1947 Standard Twelve workshop manual.
"V.W.E."—1937 10.8 h.p. Triumph Gloria.
"H.D.C."—1930 Riley Nine workshop manual.
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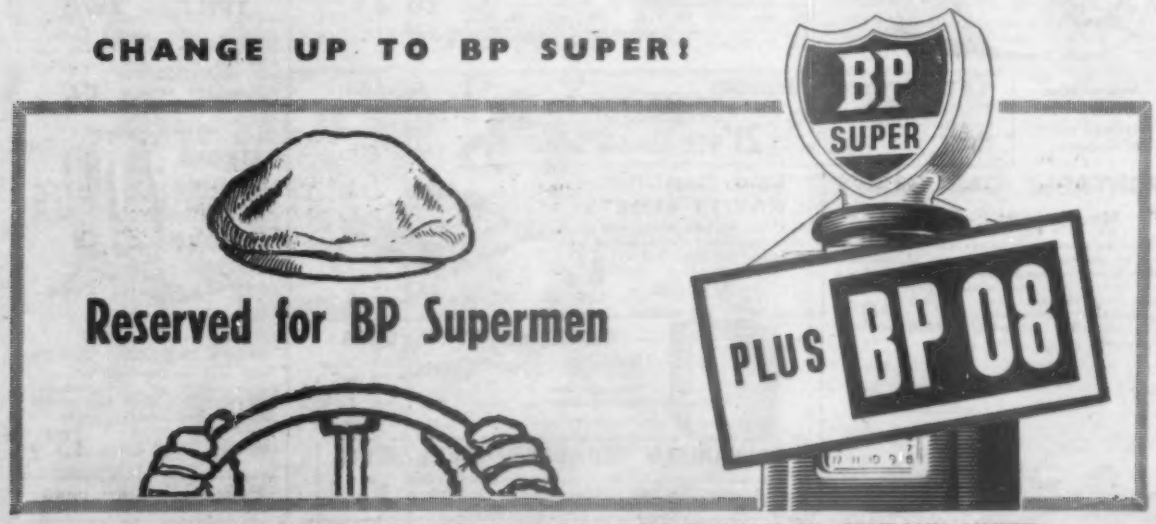

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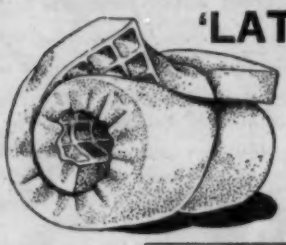

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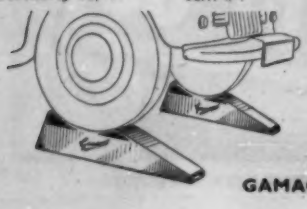

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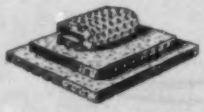

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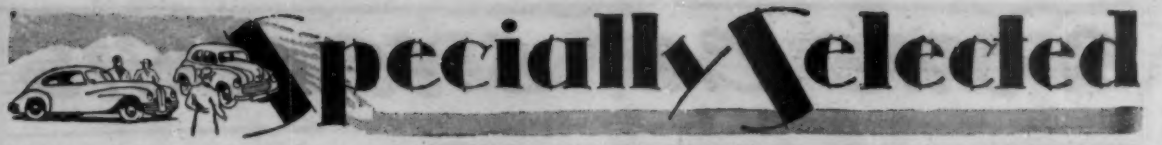

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'39 **MORRIS** 10 h.p. Sal. Excel. example	245
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'38 **MORRIS** 10 h.p. Sal. Above aver. cond.	185
'38 **VAUXHALL** 14 h.p. Sal. Economical model	185
'35 **RILEY** 12 h.p. "Kestrel." Attract. cond.	175
'36 **FRAZER NASH-B.M.W.** 16 h.p. Sal. (319).	165
'37 **M.G.** 2-litre Sal. S/Rf. A fast car	155
'37 **AUSTIN** 7 h.p. Cabriolet. V. nice cond.	145
'37 (Oct.) **VAUXHALL** 14 h.p. Sal. Good tyres	145
'38 **SINGER** 12 h.p. Roomy family Saloon	135
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'37 **STANDARD** 9 h.p. Sal. Excel. mech. cond.	125
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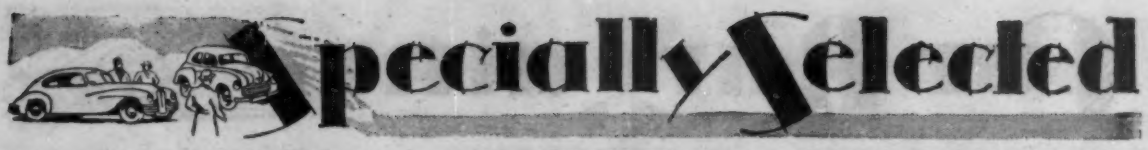

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£105	1947	**STANDARD** 8 saloon	£315
£109	1946	**STANDARD** 12 saloon	£325
£129	1948	**STANDARD** 14 saloon	£385
£199	1952	**SINGER** SM 1500 saloon	£595
£95	1939	**VAUXHALL** 14 saloon	£285
£115	1946	**VAUXHALL** 12 saloon	£345
£212	1952	**VAUXHALL** Velox saloon	£635
£299	1951	**JAGUAR** XK.120, 2 seater	£895
£262	1951	**JAGUAR** Mark V saloon	£785
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£105	1940	**AUSTIN** 12 saloon	£315
£115	1947	**AUSTIN** 8 saloon	£345
£129	1947	**AUSTIN** 10 saloon	£385
£149	1949	**AUSTIN** A.40 saloon	£445
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1953	**MORRIS** Minor sln. One owner	£535
1952	**MORRIS** Minor 2-door sal. Grey	£515
1951	**MORRIS** Minor sln. Grey. Radio	£430
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Or hired 36 months inc. tax and ins.	£12	12	6
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1933 **BENTLEY** 3½-litre saloon, black	£625	
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!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

A.C. saloon, first registered 20th September, 1949, colour black, in excellent condition, engine recently overhauled; £595.—William Monk, Ltd., Ashton-under-Lyne. Tel. Ashton 1808-9. [9966

1951 A.C. 2-litre sports saloon, green, beige leather, exceptional condition throughout, any inspection invited, 3 months' guarantee; £695.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

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ALFA-ROMEO

BARTLETT.—Alfa-Romeo; large stock, from £325.—27a, Pembridge Villas, W.11. [C1013

ALFA-ROMEO 1949 2.5-litre drop head coupe by Farina; £1,650.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. No. 59613-4. [9743

Alfa-Romeo Cars Wanted

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ALLARD

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1949 Allard drop head coupe, 27,000 miles, beige, very clean car.

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1949 drop head coupe, Ekco radio, spot lamps, smart; £345.

35. Kinnerton St. London. S.W.1. Sloane 5424. [C3045

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ALLARD P1 saloon, 1949, 28,000 miles only, resprayed maker's light sea green, spotless; any inspection; £400.—Birch, Brookfield, Warfield, Bracknell. [9759

1950. (November) Allard P1 saloon, really excellent condition, many extras; £475, o.n.o.—34, Ailsa Rd., St. Margarets, Twickenham. Popesgrove 3017 [9574

SALES & WANTS
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MOTORISTS!
ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 83

ALLARD

ALLARD saloon, 1951, all extras and in new condition throughout; exchange Vanguard, Morris Minor or similar, or sell £550 o.n.o.—Tyldesley Steam Laundry, Tyldesley, Lancs [9461

£555.—1951-2 Allard saloon, magnificent specimen, 19,000 miles, one titled owner only, used as second car, irreplaceable condition, 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

395gns.—Allard 1949 sports 2-seat... bronze, high compression cylinder heads, excellent condition; choice of three Allards; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALLARD, October, 1952, P1 de luxe saloon, finished Monte Carlo blue with blue leather upholstery, one owner from new, total mileage 15,000 only, fitted many extras including H.M.V. radiomobile, heater, demisters, twin Lucas Flatbeams, twin wing mirrors, Link mats, etc.; virtually as new throughout; taxed year; private sale; £550; will take open sports part payment.—Tel. Birmingham South 3018. [9860

Allard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel Gladstone 6303. [W2040

BARTLETT will pay more for good Allards.—27A, Pembridge Villas, W.11. Bayswater 0523. [W1013

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The Hire-Purchase specialists.

1948 Alvis 14hp estate car, beautifully finished, wooden coachbuilt body, full width, rear window, mechanically perf c . 410gns

HIRE Pu hase terms on the spot with no references, no formalities of guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047

BERT MASON SPORTS CARS.

£175.—1936 Alvis Speed 20 2-door sports saloon, a wonderful example of this much sought-after model, very many extras and, of course, the usual shattering Alvis performance.—77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3073

BROOKLANDS: Alvis London distributors.

1953/4 Alvis 3-litre sports 2-seaters.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950.

ABOVE cars guaranteed; from £950.

DEFERRED terms confidence, solidity, security.

103 New Bond St. London, W.1. Mayfair 8351-8. C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

B. J. HUNTER Ltd., offer:—

1948 Alvis 14 saloon, engineer owned, works maintained; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ALVIS 1935 Speed 20 tourer, good condition.—Duckworth, 14, Chelmsford Rd., E.18. Buckhurst 0993. [9962

1952 Alvis 3-litre sln., silver and maroon, equipped with heater and usual extras, one owner; £1,075.

BOTTOMGATE MTRS., Ltd., Bolton Rd., Darwen 774. [9776

1951 Alvis 3-litre 4-door saloon, twin carburettors, one owner, passed by manufacturers; £975; choice of two.

1949 Alvis foursome coupe, one owner, works reconditioned engine; £595.

THE Alvis People, A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [9731

1948 Alvis 14 drop head coupe, black and red leather, heater; £425.—Wroots Motors, Doncaster 49360. [9969

ALVIS 3-litre saloon, metallic grey, late 1951, 1952 modifications, one owner, 19,000 miles; £925.—Campbell Symonds, Arnold 2246. [C1037

£125.—1933 Alvis Firefly drop head foursome coupe; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Alvis 14hp drop head coupe, black/red; £550.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1936 Alvis Crested Eagle saloon, 22,000 miles only; almost as new; £350.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4033

£999!!! 1952 Alvis 3-litre saloon de luxe, one careful owner, small mileage; bargain price, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

OPEN tourer, Speed 20, 1936, maintained by public corporation since new, superb order; £335.—Fremantle 1374 or write Baird, 149, Gloucester Rd., S.W.7.

525gns.—Alvis 14, 1949 foursome drop head coupe, leather, heater, very good condition; choice of three dropheads; terms, exchanges.—Rowland Smith, below:—

325gns.—Alvis 12/70 1939 sports saloon, sliding head, leather, radio, heater, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALVIS Speed 20 saloon, 1935, Charlesworth aluminium body, in remarkably good condition throughout, one owner.—Wm. Struthers & Sons, Ltd., Lochwinnoch. [9362

ALVIS 4.3 1939 drop head coupe, in exceptional condition, bills available for £300 overhaul last year; £450.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188. [9635. [9900

1951 (Oct.) Alvis 3-litre d/h, black, excellent condition, new hood, recently decarbonized, long-range head lamps, fog lamp, Ace Rimbellishers, H.M.V. radio; £1,050.—Thomson, Lincluden, Longniddry, East Lothian. [9656

1951 3-litre Alvis saloon, colour black, modified to 1953 show standard, fitted radio and heater, mileage 28,000, taxed to end of year, director's car, works maintained, bodywork and mechanical condition perfect; offers invited to—Box 4589. [9589

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6303. [W2040

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage.

1947-8 Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

1952 Chevrolet 2-door, dual brown, fitted with all extras.

1952 Chevrolet Super de luxe, 2-door, radio, heater, immaculate.

1951 Chevrolet de luxe, 4-door, all extras, green, 20,000 miles.

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

1952 Ford convertible, Fordamatic gear, fitted all extras.

1949 Lincoln 2-door, overdrive, radio heater, all extras, moderate mileage.

1951 Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1947 Oldsmobile, 4-door, colour green, moderate mileage.

1947 Oldsmobile, 4-door, radio and heater, colour light brown.

1951-2 Packard 4-door Ultramatic, all extras, colour black.

1952 Pontiac 4-door, radio, heater, loose seat covers, colour light grey.

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

CAMDEN MOTORS offer post-war models:—

1948 Buick Super Eight saloon, right-hand drive, with all extras, in immaculate order.

1949 Buick Super Eight 4-door saloon, virtually as new in every respect.

1947 Buick Super Eight saloon r.h.d., special 2-door model, in immaculate condition.

1952 Chrysler New Yorker r.h.d. 8-cylinder 4-door saloon, genuine 8,100 miles, completely unblemished.

1949 Packard right-hand drive Super Eight 4-door saloon, a one-owner car, low mileage.

1947 Packard Clipper r.h.d. saloon, maintained by concessionaires.

PRE-WAR models:—

1940 Buick Viceroy 31hp saloon, fitted built-in radio and heater, seat covers, etc., genuine 1940 model with new style radiator; £295.

1941 Pontiac Silver Streak drop head foursome coupe with all extras as above, mouth-organ front, good condition; £325.

1939 Buick drop head coupe with General Motors Fisher bodywork, r.h.d., real leather interior, one owner many years; £295.

1938 Buick Viceroy saloon and a Carlton drop head coupe; each at £195.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also open Good Friday and Easter Monday. Write for catalogue. [C1035

1949 (November) Cadillac model 62 sedan, hydramatic, radio, heater, nylon covers, 18,000 miles, brand new condition.

ALSO under classified headings: 1952 Chevrolet, 1953 Studebaker, 1949 Buick, 1948 Packard.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

JOHNSONS, Ltd., of Nottingham, offer a good range of the latest type American cars from £1,500 to £2,300, including the following:—

1954 Dodge Kingsway saloon, fitted radio, heater, screen washers and many other extras, nylon seat covers, right-hand drive, 1,000 miles only and positively unmarked.

1953 model Chrysler Windsor de luxe saloon, radio, heater, nylon covers, many other extras, low mileage, right-hand drive, gyromatic transmission.

1950 model De Soto Custom saloon, right-hand drive with gyromatic gear change, black, with radio, heater and many extras, a superb car.

JOHNSONS, Ltd., the Motor Agents, 249, Sherwood St. (near Forest Rd.). Tel. Nottingham 44568-9. [9911

BRITISH & COLONIAL MOTORS Ltd., offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (Adj. Leicester Sq. Tube Station.)

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars including 1954 Dodge, 200 miles, right-hand drive, hydramatic, radio and heater.—91-95, Fulham Rd., South Kensington. Kensington 4858. [C4028

8-Passenger 1947 Packard Clipper Saloon, ideal continental touring, widest forward occasionals, lavishly equipped, capacious boot. £785. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2841. [C1006

£695!!! 1949 (reg.) Studebaker 26hp special Landcruiser 4-door sports saloon, l.h.d., magnificent; super modern low shape, genuine million dollar look and similar to 1952 series, magnificent condition, small mileage.—Below.

£645!!! 1948 Oldsmobile 2-door sports saloon, impeccable condition, magnificent specimen motor car at very low price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

CHRYSLER Hydramatic fluid drive 8-cyl 1947 (registered 1951) l.h.d. New Yorker power-operated drop head 6-seater coupe, air conditioner, push button radio, one owner; a bargain, £585.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903, 345, High Rd., Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858.

1938—39 Packard, Buick or Ford convertible, private sale, A.A. test required.—Russell, 25a, Dennington Pk. Rd., N.W.6. [9908

American Cars Wanted

WANTED, high-class American d/h 1950 model onwards.—Details 1, Holly Rd., Blackpool. Tel. 28725. [9526

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1951 Armstrong Siddeley Whitley saloon, black, brown, synchromesh gear radio, spotlights, one owner, immaculate; £775; 1 week's free trial; guaranteed; deferred terms available.—184/186, Gt. Portland St., W.1 Museum 1001. [C3039

CAR MART, Ltd.,

LONDON distributors.

1952 Armstrong Siddeley Lancaster saloon, heater; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

£350 o.n.o.—1947 Hurricane, low mileage, very clean car, carefully maintained and in very superior condition throughout, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

BOON & PORTER, Ltd

1950 Hurricane coupe, grey, 20,000 miles, one owner, absolutely unmarked; £645.

1952 (Mar.) Whitley saloon, grey, one owner, 13,000 miles, virtually unscratched; £825.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1953 Armstrong 18hp utility, special body, 2,000 miles only; £775.

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1948 Armstrong Siddeley Hurricane drop head foursome, black, brown leather, heater, spot light, fitted special hood with rear quarter lights, an excellent car throughout; £435.—Below.

1950 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, sun roof, spot light; an immaculate car in excellent mechanical condition; £595; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Road, 5 minutes trolley East Finchley Tube). Finchley 0052-53.

WARWICK WRIGHT, Ltd., offer.—

1953 Armstrong Siddeley Whitley saloon, grey, 14,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

1951 Armstrong Whitley saloon, beautiful condition; £650.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1949 Armstrong Siddeley Hurricane coupe, black, red hood, radio and heater, serviced and guaranteed; £535.

1947 Armstrong Siddeley Typhoon saloon, black, one owner, genuine 25,000 miles only, synchromesh, really exceptional in every way, guaranteed; £495.

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Stores and Works Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Armstrong Siddeley Typhoon, sports saloon, one owner, exceptional condition; £445.—20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1939 (Sept.) 16hp Armstrong Siddeley, fitted radio, twin rear lamps, showroom condition; £265.—10 Cameron Rd., West Croydon, Surrey [9882

DEC. 1947 Armstrong Siddeley Hurricane drop head coupe, silver grey, immaculate condition throughout; £435.—Box 4766. [9808

1948 Armstrong Typhoon saloon, black with brown hide, superb low mileage car, immaculate throughout; £475.—71, Weleden Ave., Luton 5614.

HURRICANE, late 1946, black, Cromard steel-lined engine, one owner last 4 years, wonderful condition; 350gns.—Brookes, Church St., Fifield, Charlbury, Oxon. [9555

1952 Armstrong Siddeley Whitley 4-door saloon, black/brown leather upholstery, fitted with seat covers, this car is in excellent condition; one week's free trial; guaranteed; £825; terms; exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1/3, Dorking Rd., Epsom 3901. [9848

1950 Armstrong Lancaster 4-door saloon, sliding roof, black with beige leather, heater, 35,250 miles, extremely well maintained, excellent condition throughout; £550 cash, deferred or part exchange.

E. J. BAKER & Co. (DORKING), Ltd. [9662

1953 Armstrong Siddeley Sapphire, 2-tone green, with green leather upholstery, fitted with heater/radio, Selectric gear box, one owner, low mileage; £1,495; guaranteed; terms; excellent condition.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1/3, Dorking Rd., Epsom 3901. [9848

ARMSTRONG SIDDELEY 14, 1937, black, beige leather, under 38,000 miles, excellent condition, carefully maintained, one owner since new; £160.—Mrs. Coulson, Avening, Wilton Grove. Tel. Taunton 2256. [9710

1951 (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 careful miles, unusually well maintained; £775; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

SPARES AND SERVICE

ALVIS, Ltd., Service Station, 832, Finchley Rd., London N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES, Alvis agents & specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [84053/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6453/R

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 2390), and 176 Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY limousine 7-passenger 1938 26hp, blue/black leather interior, beautiful condition, perfect mechanical order, taxed year: £425.—Frankland's Garage, Wellington Rd., Wanstead. Wan. 9809. [9156

1946 Armstrong Siddeley Hurricane blue with blue upholstery, immaculate condition, unmarked, any trial, one owner: £565.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd., nr. King's Cross Station. Ter. 1001. [9503

£495.—Armstrong Typhoon 1949 August, only 25,000 miles, new tyres, taxed Dec., perfect in every way, grey, blue leather, terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9858

ARMSTRONG SIDDELEY Whitley, 1951 model, finished black with brown leather upholstery, fitted heater, Bray engine warmer, spot lamps and screen washer, a really immaculate motor car, one owner from new: £750.
JAMES WINDSOR & SON (MANSFIELD), Ltd., Nottingham Rd. Tel. Mansfield 2401-2. [9468

£385.—Armstrong Siddeley Hurricane 1947 drop head coupe, 51,000 miles, rebored, new tyres, original good finish in beige, sound in every way, new battery, taxed Dec.; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9096

365 gns.—Armstrong Siddeley 1947 Hurricane four-seater drop head coupe, pastel green, maroon leather, manual gear change, heater, one owner, good tyres, unused spare, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

XXX Particularly attractive 1952 (March) Armstrong Siddeley Whitley saloon, finished dark blue and chromium with blue leather and loose covers, heater, a really immaculate one-owner car, thoroughly recommended and offered with written guarantee; £795; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

LIMOUSINE, 18hp/1951, partition, forward occasionals, privately chauffeured, cloth upholstery, 21,000 miles, immaculate. £895. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266. Official Armstrong Siddeley retailers and repairers.
SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0835/R

7-SEATER, 1951/52, private 18ho Limousine, also private 25hp small mileage 1958/39 Limousines. Alpe & Saunders Ltd. 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.
PRESELECTOR gear boxes; exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spares part.—Works, The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760/R

ASTON MARTIN

H.W. MOTORS, Ltd., offer:—

1952 Aston Martin DB2 saloon, fitted vantage engine and radio, outstanding condition throughout; £1,895.

1951 Aston Martin DB2 drop head coupe, dark green, beige leather, fitted vantage engine; £1,695.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

BROOKLANDS: Aston Martin sole distributors.

1954 D.B. 2-4 models available, show and demonstration.
BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS.—For this week's selection see our display advert. on page 45 [C3041

ASTON MARTIN, 2-seater, 2-litre, 1937 (Dec. 1936), metallic grey, exceptionally well maintained, first-class condition throughout; £525.—Dorking Motor Co., Ltd., Dorking 2256. [C1088

XXX Very attractive 1937 (March) 2-litre Aston Martin sports 4-seater tourer, finished in suede green and chromium with silver wire wheels and fawn leather upholstery, this car is very fully equipped, and has recently had an extensive engine overhaul and is altogether in most attractive condition, must be seen to be appreciated, thoroughly recommended with written guarantee; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

ASTON MARTIN

1952 Aston Martin DB2, Vantage engine, balanced crankshaft, specially tuned throughout, 14,000 miles, very fast car, never raced: £2,095.—Taylor & Crawley, Hyde Park Corner, 55, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4056

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aston Martins.—27A, Pembridge Villas, W.11. Bayswater 0823. [W1013

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

ATALANTA

ATALANTA coupe, 1940, 4 seats, 2-door, lovely body, grey, maroon, engine, tyres, battery perfect; £350.—Box 4793. [9941

AUSTIN SEVEN

1936 Austin 7 Ruby saloon, good condition; £125.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1934 Austin 7, excellent condition throughout; £75.—5, Pressland Villas, Swallow Street, Iver, Bucks. [9541

69 GNS.—Austin 7 1932 saloon, blue and black, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

CAR MART, Ltd.,
LONDON distributors.

1953 Austin A30 4-door saloon, heater; £425.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

£485.—1952 (August) Austin A30 4-door saloon, beige, 7,000 miles, fitted heater, in beautiful condition.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

Austin A30 Cars Wanted

CMT HE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

ELM AUTOSALES offer:—

1947 Austin 8, one owner, sage green, recon. unit, much above average; £545.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Austin 8 saloon, 4-door, grey, heater; £320.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

AUSTIN 8 de luxe 1946, taxed, immaculate; £300.—19, Woodcroft Ave., Tipton. [9577

£222!!! 1940 Austin 8 saloon, excellent condition, carefully used, choice also 2 others; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

325 GNS.—Austin 8 1947 saloon, sliding head, leather, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

WANTED for private owner Austin 8 or 10, '46-'47—65, Highbury Park, N.5. Canonbury 1650. [9259

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

1939 Austin 10 saloon; £235.

1938 Austin 10 saloon; £195; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1939 Austin 10, very clean, one owner; £245.—Southall 1717. [9964

1947 10hp, new engine and complete overhaul by makers, 7,000 miles; £395.—Box 4794. [9942

£225.—One-owner Cambridge saloon, carefully used, black, brown leather upholstery.—Broadway Motors, 67, High St., Hounslow. Hou 0175. [C1028

AUSTIN 10 1937 Cambridge saloon, £100 recent overhaul, bills available; £225.—Hillwood Motors, Ltd., Mill Hill 4232. [9826

AUSTIN TEN

1939 Austin 10 Cambridge, excellent runner; £265.—Smith & Hunter, 508, Kensington High St., W.14. Western 2512. [C4011

1939 Austin 10 Cambridge 4-door saloon, black, mechanically sound a popular car, nice condition throughout, £250.—Kings Motors, 1, High St., Hounslow. Te 3532 [C2049

ROYS offer 1947 Austin 10 saloon, really magnificent; £345; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

1946 Austin 10 saloon, dark blue, one owner, very good condition in every respect; £350.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

£235!!!—1948-9 Austin 10 4-door cabriolet saloon, original condition motor car, excellent thoughout, only wants seeing; choice of 3 other saloons from £135; 3 mon'hs' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£365.—Austin 10 4-door saloon, black, reconditioned motor not yet run-in, spotless condition; terms exchanges; motor cycles taken in part exchange.—Clubman Autos Ltd., 136/142, Tooting High St., Tooting, S.W.17. Balham 5464. [9956

225 GNS.—Austin 10 1937 Cambridge de luxe saloon, black, sliding head, fawn leather, carefully used, choice of three Austin 10's; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction. S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.,
LONDON distributors.

1953 Austin A40 Somerset saloon, heater; £715.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

1949 saloon, grey, heater, excellent condition; £435.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4434. [C1022

B. J. HUNTER, Ltd. offer:—

1952 Austin A40 sports, remarkable condition; £595.

1951 Austin A40 saloon, special export model; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1952 Austin A40 Somerset saloon, grey, radio and heater, 10,000 miles only; £625.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 Austin Somerset saloon, heater, taxed year; £625.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1952 model A40 saloon, one owner: £565.

1951 Austin A40; £515, hire purchase and part-exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

MEBES & MEBES, Ltd. (Est. 1893), offer:

1952 (Nov.) A40 Somerset saloon, black, fawn upholstery, heater, plaid loose seat covers, passlight, Rimbellishers, 7,000 miles, one owner, as new; £615.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

MEBES & MEBES, Ltd. (Est. 1893), offer:

1953 Austin A40 Somerset sliding head saloon, black, fawn upholstery, heater, 11,000 miles, one owner, taxed year, practically new; £645.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A40 Countryman dark green, heater, over-riders; £742/11/6.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

1949 Austin A40 saloon, colour black; £460.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3454. [C1077/1

A40 Somerset coupe, blue, radio, heater, list price, immediate delivery.—John Bryant & Sons, Ltd. (Tel. Bromsgrove 2212.) [9780

1952 Austin A40 passenger van, really immaculate, finished in dual green, low mileage, heater; £545.—Sands, Burnham, Bucks 1084. [9781

VARE MOTORS Ltd., 1949 A40 fine specimen; £445.—472, Archway Rd., Highgate, N.6. Mountview 9039, 5306. [9634

1950 Austin A40, one owner, unmarked grey cellulose, to be fitted with reconditioned engine; £485.—Arnold 246 [9963

£465!!! 1950 Austin A40 saloon, leather, heater, small mileage; choice of 2; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 A40, beige, heater, loose covers; £415.—73, Roxburgh Rd., S.E.27. Gip. 4042. [9690

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £575.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

CAMDEN MOTORS for Austins.—A40 saloon, late 1949 in beige and fitted heater, excellent condition; £445.

CAMDEN MOTORS for Austins.—Choice of six others including a December, 1951 with steering column gears.

CAMDEN MOTORS for Austins.—Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays, also open Good Friday and Easter Monday; write for catalogue. [C1025

ARCHIE SIMONS & CO., Ltd.—1952 model, A40 A4 Countryman, green, nominal mileage, one private owner; £565.—94, Great Portland St., W.1. Lan. 1345. [C4015

1949 Austin A40 saloon, blue, heater, exceptionally good condition throughout; £445, terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3066

1952-3 Austin A40 sports convertible, 12,000 miles only, beautiful condition; £635.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, heater, excellent condition; £425.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

565 gns.—Austin A40 sports 1952 convertible coupe, Romney blue, grey leather, heater, excellent condition, cost over £900; terms, exchanges.—Rowland Smith, below:—

545 gns.—Austin A40 November 1951 G.S.3 Devon 4-door saloon, pastel green, brown leather, column gear change, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below:—

445 gns.—Austin A40 1951 Devon saloon, sliding head, leather, heater, one owner, excellent condition; choice of nine A40's; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Austin A40 Somerset, green/green upholstery, in excellent order and carrying a same as maker's guarantee, £595; another, fitted with heater/radio, colour beige/beige interior, guaranteed, £615; terms; exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1/3, Dorking Rd., Epsom 3901. [9639

1951 (October) G.S.3, steering column gear change, black, brown leather, upholstery, sunshine roof, in excellent condition throughout; £550.—Seymour & Clements, Ltd., 3, Watford Way, Hendon Central, N.W.4. Hendon 6084-5. [C4007

Austin A40 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320 Euston Road, N.W.1. Euston 1212. [0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

GOOD A40 wanted; immediate cash.—Lib. 1604 or Vig. 8978.

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768.

£550 offered for low-mileage Somerset.—24, Northway, Maghull, Liverpool. Maghull 456.

WHY accept less for your Austin A40 saloon or Countryman when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

TOP price paid for A40 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

AUSTIN TWELVE

OVERSEAS CARS, Ltd., offer:—

1947 Austin 12 saloon, black, brown upholstery, heater; £375.—For other Overseas car bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

AUSTIN 12/6, 1933, good runner; £75.—Mill Hill 4248. [9825

1939 Austin 12 saloon, splendid vehicle; £340.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

1940 model Austin 12, immaculate condition; £365.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1939 Austin 12 black 4-door saloon, in very good reliable motoring condition, fitted with seat covers; £245; terms; exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1/3, Dorking Rd., Epsom 3901. [9658

1938 Austin 12 Ascot saloon, in excellent condition, engine recently overhauled, taxed end of year; £250.—Station Garage, Bush Hill Park, Enfield. [9672

£255 !!!—1939 Austin 12/4 4-door cabriolet saloon, undoubtedly in specimen original condition, you cannot find a better one elsewhere; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L. 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN FOURTEEN

1939 Austin 14; £225, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

AUSTIN SIXTEEN

CAR MART, Ltd.,

LONDON distributors.

1952 Austin 16hp hire limousine; £695.

1949 Austin 16hp hire limousine; £695.—Car Mart, Ltd., 582, Streatham High Rd., S.W.16. Streatham 0054. [C1059

FUNERAL TRADE. Hearse Austin 16, Austin A70, brand new, early delivery, illustrated brochure, write

ALFE AND SAUNDERS (COACHBUILDERS), Ltd., Head office Enquiries, Station Approach, Kew Gardens, Richmond 1161. [9829

1948 (October) saloon, blue, brown leather and cloth, heater and fog lamp, excellent condition; £435.—Robbins, East Putney. Tel. 4581. [C3010

ROYS offer a grand 1947 Austin 16 saloon; £565; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1948 Austin 16 saloon, black with brown leather, sun roof, radio, heater, screenwashers and other extras, taxed year excellent throughout; £410.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

G. & M. ALFREDS (1936), Ltd., formerly Guy Alfreds.—1948 Austin 16, privately used, heater, extras, above average condition; 1947 Austin 16, privately used, heater, extras, above average condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Austin 16 saloon, black with brown interior, very good condition throughout, including tyres; £395.—Garage Service Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1948 Austin 16hp saloon, green, brown hide, sun roof, radio heater, loose covers, one owner, serviced by us, and in unusually fine condition; £425; exchanges; deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

1949 Austin 16 saloon, grey, taxed, December 31st, radio, heater, sun roof, tyres as new, only 4,000 miles since fitted brand new engine; £425; part exchange considered.—44 Lime Walk, Headington, Oxford. Tel. 61305. [9862

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

W

W. HAROLD FERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 (November) Austin A70 saloon, 9,000 miles only, one owner, immaculate car; £675.

W. HAROLD FERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.,

LONDON distributors.

1952 Austin A70 Hereford saloon, heater; £650.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

AUTOMOBILIA, Ltd., offer:—

1951 (June) A90 hard top saloon, black, red leather, heater, low mileage, excellent condition; £625.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 3891. [C1089

B. J. HUNTER, Ltd., offer:—

1952 Austin A70 utility full 6-seater, fast and attractive; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS Ltd., offer:

1952 Austin A70 Hereford sun saloon, black, brown upholstery, heater, recorded mileage 10,540; £695.

836—842 High Rd., N.12. Hillside 5272 (8 lines). [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A90, black/brown, 22,000 miles, perfect condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

AUSTIN A70, one owner, heater; £425.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A90 Atlantic saloon, black, radio and heater, 18,000 miles; £695.

1952 (October) Austin A70 Hereford saloon, black, heater 21,000 miles; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A70 Hereford, grey, fixed head, blue hide seats, heater, electric clock; £889/7/6.

1952 (April) Austin A70 Hereford saloon, one owner, radio, heater; £570.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

£615—1952 A90 saloon, one owner, 13,000 miles only.—Valentine 4674. [C2018

AUSTIN A70 & A90

1951 Austin A90 saloon, one owner heater, radio, excellent order; £555.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 371. [C4064

1951 A90 saloon, radio, heater, outstanding bargain; £535.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

AUSTIN A90 saloon 1951, 20,000 miles, immaculate condition, one careful owner; £600.—Box 4595.

1953 Austin Hereford, low mileage; £695.—Jack Pointer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1951 A90 convertible coupe, radio, guaranteed; £495, payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029

AUSTIN A70 P.U. (Oct., '51), finished beige with brown leather, heater, one owner, moderate mileage, bargain at £405.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9788

1951 A90 saloon, one owner heater, low mileage; £575.—Richards & Carr, 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1951 (October) Austin A70, colour beige/beige leather, radio/heater, in excellent order; guaranteed; £595; terms; exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1/3, Dorking Rd., Epsom 3901. [9640

AUSTIN A70, 1950, black, one owner, with heater; £450.—E. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

AUSTIN A90 electric convertible, 1951 model, bottle green, one owner, radio, heater; £595.—Hillwood Motors, Mill Hill 4232. [9795

A90 saloon, late 1951, low mileage, radio, heater, high speed back axle, etc.; £610.—1, Broadwater Rd., Worthing 6425.

VARE MOTORS, Ltd.—1951 A70, blue, beige upholstery, perfect; £515.—472, Archway Rd., Highgate, N.6. Mountview 9030/5306. [9651

1952 Austin A70 saloon, beige, brown leather; £575.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

5000 miles guaranteed, 1952 (September) A70 Countryman, black, heater; £895.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C1057

AUSTIN Atlantic, hardtop, heater, black, fawn hide upholstery, October 1951, one owner; £565.—Reid Motors, The Pond, Ickenham, Middx. Ruislip 9005.

1953 (model) Austin A70, low mileage, immaculate condition; £695.—Bells Service Garages, 144, London Rd. Kingston-on-Thames, Kingston 1185. [C1016

1952 (June) Austin A70, 19,000 miles (heater), one owner, in new condition, £675; another £650.—Newland Motors, Market Square, Northampton. Tel. 4029. [9560

1950 A70 Hampshire saloon, black, radio, heater, sun roof, guaranteed; £445; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1951 (September) A90 Atlantic saloon, black, red hide interior, heater, good tyres, service log kept; £650.—32, Winterstoke Crescent, Ramsgate, Thanet 52537. [9721

1952 series Austin A90 Atlantic saloon, black/cream hide interior, radio and heater, low mileage; £650; consider part exchanges.—14, Offington Gdns., Worthing. Swandean 849 [C4027

1950 Austin A90 convertible, all-electric, finished in cream, red leather interior, fitted radio and heater; £525.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1951 (September) Austin A90 Atlantic saloon, black/beige, 14,000 miles, in new condition throughout; £650.—Willows, The Gables, Collingham, Newark, Notts. Tel. Collingham 286. [9569

JACK ROSE, Ltd., offer 1952 Austin A90 saloon, black with red hide, 15,000 miles only, stored 9 months, in marvellous condition throughout; £675.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

£645 !!! A90 Atlantic sports saloon 1951, in two-tone grey with interior leather upholstery and trimming to match; practically faultless throughout; one previous owner, low mileage; choice of 5 A90 coupes 1949 to 1951 from £495.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday; write for catalogue. [C1025

1953 (May) Austin A70 saloon, black, brown hide, sliding head, radio, heater, fog lamp, etc., 14,000 miles, very carefully used, taxed year; £700.—Laurie, Little Homestead, Lawnswood, Stourbridge. Tel. Kingswinford 177. [9880

1953 (July) Austin A70 saloon, sliding head, black with brown hide, fitted heater, radio, loose covers, Overriders, electric clock, guaranteed mileage 5,000, taxed for year, indistinguishable from new, cost £1,000; £785, terms, part exchange.—Binding & Payne, Ltd., Central Garage, Clevedon, Som. Clevedon 2301. [9483

Austin A70 and A90 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

WHY accept less for your Austin A70 saloon, utility or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

AUSTIN 18hp Iver limousine, £350; Windsor 1939, £450.—Smith's, Bournville. [9874

CAMDEN MOTORS for Limousines.—The largest selection in the country, over 60 in stock including many Austins.—See under Limousine Classified Section in this issue.—Camden Motors, Leighton Buzzard, Beds. [C1035

£485!!!—Dear but worth it; Austin 18 Windsor 1939/40 7-passenger long chassis, the most beautiful specimen vehicle we have had with interior original and like new, small mileage, beautiful bodywork and ready for immediate use; 3 months' guarantee; hire purchase; exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 Austin 18 Limousine, one owner, black, wide occasionals. £445. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941 [W1006

AUSTIN TWENTY

MAYFAIR limousine, black, face-forward seats, leather throughout, very good condition; £195.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6373. [9100

1935 Austin Mayfair saloon, 7-seater, fitted face forward occasional seats; £165.—J. Gibbs, Ltd., Longbridge House, Bedfont, Feltham, Middlesex. Feltham 4274. [9489

AUSTIN TWENTY-FOUR

ACRES offer:—

1938 Austin Ranelagh 7-passenger limousine, beautifully kept by one titled owner; offers.
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

AUSTIN A125 & A135

ACRES offer:—

1952 Austin Sheerline saloon, grey, with leather to match, heater and radio, 16,000 miles only, absolutely as brand new; £875.

1950 (June) Austin Princess saloon, black and brown leather, heater, radio, many extras, indistinguishable new; £850.
ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

NEWNHAMS, Ltd.

1949 Austin Sheerline saloon, one owner, exceptional condition throughout; £585.
NEWNHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

COACHCRAFT offer:—

1950 model (October 1949 registered) Sheerline, one owner, very carefully used and in superior condition; £545; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

AUTOMOBILIA, Ltd., offer:—

1950 Austin Sheerline, 4-door de luxe sunshine saloon, black, beige leather, radio, heater, windscreen washers, fog lamp, low mileage, excellent condition; £645.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

PHILIP RICKARDS, Ltd., offer:—

1950 Austin Princess, black, one owner, taxed, excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Austin A125 Sheerline, sliding head, black/beige heater, radio; £1,852/14/2.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

1952 Sheerline saloon, black/beige hide, 20,000 miles; £850.—Park 5077. [C3030

AUSTIN Sheerline saloon, reg. 20.12.48, black, sliding roof, heater, exceptional condition; £565.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C2023

FUNERAL TRADE New Sheerline Hearse immediate delivery. Brochures posted. Attention address.
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Head Office, Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161 [9084

AUSTIN Princess 1950 28,000 miles, magnificent appearance, offers.—Secretary, 19, Poole Rd Bournemouth. [9168

1950 Austin Sheerline, good condition one owner, fitted radio and heater; £595.—Dunham & Haines, 46, Castle St., Luton 2100-1 [C1079

1953 Austin Sheerline saloon, showroom use only, 425 miles, black with beige upholstery; £1,385.—Sands, Bunham, Bucks 1084. [9782

1951 Austin Princess saloon, 13,500 miles, in new condition.—Green & Zonis Ltd., 246-252, Deansgate, Manchester, 3. Tel Deansgate 3325-6. [C2028

1950 Austin Sheerline, finished grey, radio, heater, beautiful car in first-class condition; £650.—Pantiles Service Garage London Rd., Guildford 5326. [C3035

1951 Sheerline, 19,000 miles, black, beige leather, one previous owner, perfect condition throughout; £725, or would exchange XK120.—Box 4740. [9770

1948 Austin Sheerline, black, with radio and heater; £525; whole car immaculate.—Starnes Motors, 103 Cricklewood Broadway, N.W.2 Gladstone 2480. [9891

AUSTIN A125 & A135

1949 Austin Sheerline, one owner since new, really exceptional condition; £565; terms or exchanges welcomed.—R. C. Mortlake, 253, Kensal Rd., London, N.10. Arnold 4604. [C3017

1949 Austin Sheerline saloon, black, beige leather, fitted radio and heater, a beautifully maintained car, one of the best examples offered; £595.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1950 (September) Sheerline saloon, finished black, beige leather, fitted radio, heater, chauffeur kept, taxed December, in new condition throughout.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

A & S LIMOUSINES—privately chauffeured partitioned 7-passenger Sheerlines, small total mileages, selection from £895.

6000 miles only, 1952, partitioned black Limousine, forward occasionals, definitely first class condition, unblemished. £1225. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150 Park Lane, W.1 Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd. Golders Green, require:—

SHEERLINES and Princesses for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11 Speedwell 0011 (10 lines). [W4004/1

7-SEATER Sheerline Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street Mayfair-2941 [W1006

AUSTIN HIRE CARS

AUSTIN hire car limousine, 1951, 7 forward leather seats, £750; another, 1950, £650.—Newland Motors, Market Square, Northampton. Tel. 4029. [9561

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000 Seven Sisters Rd., Tottenham, N.15 [0598/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel Weybridge 233 [0541/R

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Austin Spares and Service

A

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim 0123. [0414/R

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0226

THE CAR MART, Ltd.

LONDON distributors: spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600) and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End.
S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

AUSTIN, the main agents, for spares, service and repairs
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

FOR Austin spares and replacement units.—Sands Burnham, Bucks 84. [0305/R

AUSTIN, spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—44-47, Newington Causeway S.E.1. Hop 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices exchange units, crankshafts, blocks, dynamos etc.; s.a.e for list.—Witham's, 18, Balham Hill, S W 12 Battersea 3280/3769 [0488/R

RECONDITIONED guaranteed 7, 10, 12 exchange gear boxes, shock absorbers, engines, all types repaired, new gears, parts, overhauls.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0040

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd, Bedfont, Feltham, Middlesex Tel Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane S.W.2. Brixton 1156 [0184/R

AUSTIN-HEALEY

1953 (Sept.) Austin-Healey, 3,000 miles only, overdrive, heater, one owner; £1,025.
RIPCO, Ltd. (Austin-Healeys Purchased), 16, Albemarle St, Mayfair, W.1. Hyde Park 2952-3-4. [C3052

AUSTIN-HEALEY

WM

WELBECK MOTORS, Ltd., for Austin-Healeys:—

1954 (registered November, 1953) Austin-Healey, red, full high-speed specification costing about £170 extra, 3,000 miles, never raced, as brand new; £1,095.

1954 (registered November, 1953) Austin-Healey, blue, normal specification, 1,000 miles, as brand new; £1,035.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). We are very good buyers of Austin-Healeys, and are anxious to hear of any available. [C4049

1954 (late) Austin-Healey, ice blue, under 5,000 miles, carefully run in and maintained, never raced, just decarbonised, Marchal pass and fog lamps, other extras, taxed year, one owner; £1,050.—89, Troy Court, W.8. Western 4073. [9918

BENTLEY (3½, 4¼-litre and New 4½-litre)

J B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1949 Mark VI Standard saloon, painted black and red and upholstered in red leather, 49,000 miles; price £1,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather loose covers, immaculate condition, mileage 16,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

H. A. FOX.

OFFICIAL Bentley retailers.

1952 Bentley s.s. saloon, finished in shell grey and trimmed in blending blue leather, all equipment, and mileage only 33,755, the car is in very good condition throughout (B514); £3,150.—H. A. Fox & Co., Ltd., 3-5 Burlington Gdns., Old Bond St., W.1. Regent 7687. [9971

P B. Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7 Tel Ken 9477/7478 [C3033

R. F. FUGGLE, Ltd.

1938 4¼-litre Bentley Park Ward saloon, mileage 74,000, full history, a most superb example; £995.—Bushey Heath, Herts. Tel. 1685. [C2017

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon; midnight blue with beige hide; 15,000 miles; £3,800.

1952 Standard steel saloon; large boot; grey with grey hide; bench type front seat; 9,000 miles; £3,800.

1952 Standard steel saloon; small boot; green with beige hide; 31,000 miles; £2,895.

1951 H. J. Mulliner sports saloon; silver grey with blue hide; 16,000 miles; £4,650.

1951 Standard steel saloon; green with green hide; 52,000 miles; £2,550.

1950 Standard steel saloon; Tudor grey with pale blue hide; 38,000 miles; £2,550.

1949 Standard steel saloon; black with beige hide; 59,000 miles; £2,200.

1948 Standard steel saloon; maroon with beige hide; 60,000 miles; £1,950.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

SLOCOMBES Ltd.

£2655—Mark VI 4¼-litre, 1951, in special grey and maroon finish, under 30,000 miles, radio and heater whitewall if desired.
EXCHANGES and terms; A.A. or R.A.C. inspection welcomed.—Slocombes, Ltd., 38/52, Dudden Hill Lane Willesden N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground Station. [C4017

L. F. WARD Ltd

1949 Mark VI Bentley standard steel saloon, 37,000 miles
L. F. WARD Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath Tel Thornton Heath 3347. London office Mayfair 0196 [C4043

SANDERSON & HOLMES Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire Leicestershire, Rutland and Burton-on-Trent Derby 47471-6. [C4073

1952 (Nov.) Bentley (R.S.) 4½-litre R-type P.S.C. saloon 11,000 miles, absolutely perfect; £3,675.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1 Sloane 5213. [C4036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

CAR MART, Ltd.

1950 Bentley 4¼-litre Freestone & Webb saloon; £2,850.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

MANN EGERTON & Co., Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

1952 Bentley 4.6-litre Mark VI steel saloon, velvet green, beige leather upholstery, 31,000 miles; £2,950.

1950 Bentley Mark VI H. J. Mulliner sports saloon, black, brown leather upholstery, 36,000 miles; £2,850.

1950 Bentley Mark VI steel saloon, black, brown leather upholstery, 34,000 miles; £2,450.

1948 Bentley Mark VI steel saloon, black, brown leather upholstery, 40,000 miles; £1,975.

1947 Bentley Mark VI steel saloon, black, red leather upholstery, 54,000 miles; £1,850.

MANN EGERTON & Co., Ltd., 14, Berkeley St., W.1. Hyde Park 2073. [C2006

HAROLD SIMONS, Ltd., offer:—

1948 Bentley Mark VI standard steel saloon, black, brown hide 61,000 miles, radio, heater, demister, windscreen washer; £1,695.—Below.

1935 Bentley 3½, with post-war 2-door, razor-edged sports saloon body, modern lines; £550; trade enquiries welcomed; free service-after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53.

PHILIP RICKARDS, Ltd., offer:—

1951 Bentley Mk. VI 4¼-litre standard steel saloon, duo-grey, 19,000 miles; part exchanges; terms.

1937 Bentley 4¼-litre Park Ward saloon, black/grey, in excellent condition; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

MAIDSTONE ENGINEERING Co.

1938 Bentley 4¼, a most immaculate one-owner chauffeur-maintained from new, Park Ward sportsman's saloon, most beautifully finished in unblemished black with blue centre panels, the interior is upholstered in finest quality pale blue leather throughout with carpets to match, all of which are literally unmarked and quite equal to new, the car is fitted with Smiths heater, excellent tyres, Notek chrome spotlamp, twin Lucas Alfette horns in chrome cases, just fitted new heavy duty 12-volt battery, the car has been regularly maintained from new by Bentleys and the Bentley agents, excellent history, engine had complete post-war overhaul and in really beautiful condition, a most beautiful specimen of "the finest car in the world"; open to any trial or examination; taxed and ready for immediate delivery; £950.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

DUNCAN HAMILTON & Co. offer:—

1937 series (registered December, 1936) Bentley 4¼-litre saloon by Park Ward, colour black with interior beautifully finished in brown hide with lovely walnut surrounds, fitted spot light, discs, etc.; this car has had only one owner who has maintained it most fastidiously, including having it overhauled at Bentley Motors after being stored during the war at a total cost of £400; the total mileage now being 56,000; £845.—33, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. [C1091

KNIGHTSBRIDGE MOTORS, Ltd.

1950 (December delivery) Bentley Mark VI steel saloon, black with dark blue leather, one owner, maintained by makers, 18,700 miles only; £2,550.

1937 4¼-litre Park Ward sports saloon, finished in grey with blue leather, a very attractive two-owner car which has been very well maintained; £825.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2063

MASCOT MOTORS, Ltd., offer:—

1934 (Dec.) 3½-litre CR series Park Ward sports saloon, £525; bills available for £484 overhaul.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

SWANMORE GARAGE, Ltd., offer:—

1950 Bentley 4¼ Mk. VI Steel saloon; £2,465.

1949 Bentley 4¼ full r/e saloon by Freestone & Webb; £2,695.

1934 Bentley 3½ 2-door sports saloon by Salmond; £650.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024

JACK OLDING & Co. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1953 4¼-litre large boot standard steel saloon, 9,000 miles approx., midnight blue and shell grey; £3,850.

1952 (Oct.) 4¼-litre large boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.

1951 4¼-litre standard steel saloon, black and brown leather, one owner, 29,000 miles; £2,650.

1950 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 4¼-litre standard steel saloon, black and blue with blue leather; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

BENTLEY (3½, 4¼-litre and New 4½-litre)

CASE'S MOTOR MART.

1937 4¼ Park Ward sports saloon, black, excellent; £850; terms and exchanges.—5, Warren St., W.1. Euston 4110. [C1040

GUY SALMON AUTOMOBILES, offer:—

1951 Bentley Mark VI standard steel saloon, 46,000 miles, maintained by makers throughout for one fastidious owner, superb condition; £2,450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather; £1,625.

1939 Bentley 4¼ overdrive sports saloon by Park Ward; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CAMDEN MOTORS offer 6 high-class pre-war Bentleys including:—

1937 Thrupp & Maberly sports saloon, 4¼-litre model, bodywork immaculately finished light grey with darker grey wings and rich Oxford blue waistline, interior just re-upholstered and trimmed throughout in pale grey Connolly hide with blue piping and pale blue carpets to match; polished mahogany facia and door fillets giving the whole interior a completely "as new" appearance; one owner since 1945 and with post-war history of overhauls available, including engine reconditioning by accredited Bentley repairers within the last 18,000 miles; extras include Smiths heater with demisting unit, Ace Rimbellishers and Lucas Flamethrower passlights, Nu-Way protective mats, Trico screenwash; this car is confidently offered with a written guarantee at £825.

OTHER 4¼-litre models include Park Ward and Vanden Plas drop heads 1937 from £745; Mulliner and Park Ward Saloons from £725; also 1935/6 3½-litre models from £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1951 (June) Bentley Mk. VI saloon, 28,000 miles; keen price.—Weybridge 600. [C4025

1934 Bentley 3½ saloon; £395.—Anthony Crook, Caterham Hill, Surrey. [C1065

1947 Bentley Mark VI saloon, black, in excellent condition; £1,650.—Below.

3½-litre Bentley drop head, body by Gurney Nutting, immaculate condition, an extremely attractive and exceptional car.—Central Garage (Croydon), Ltd., Tel. Croydon 7464. [9722

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1939 (Nov.) Bentley 4¼-litre Park Ward saloon, fitted with overdrive, finished black red leather, full service history, overhauled by Bentleys, heater, radio, immaculate condition; £1,175.

1936 Bentley 4¼-litre Park Ward saloon finished black, green leather, full service history, overhauled by Bentleys; £675.

BENTLEY 3½-litre Park Ward saloon; £395.—Bartlett, 27a, Pembridge Villas, W.11. [C1015

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Bentley Mk. VI standard steel sal., with bench-type front seat incorporating a concealed division, colour grey, one owner, 38,000 miles, ideal business man's car, can be either chauffeur or owner driven; £2,650.

1951 Bentley Mk. VI standard steel sal., black, beige leather, one owner, 41,000 miles, superb order; £2,650.

1950 (Dec.) Bentley Mk. VI standard steel sal., black, beige hide, one owner, 49,000 miles, chrome wheel discs, chauffeur driven, outstanding condition; £2,475.

ALL the above cars have been fully serviced and carry a written guarantee.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BENTLEY 1930 Speed Six sports saloon, recent complete engine overhaul and in fine condition; £350.—Box 4665. [9509

1953 (April) Bentley 4½ saloon, Tudor grey and maroon hide, bench-type front seat, low mileage; £3,750.—Below.

1953 (May) 4¼ Bentley saloon, black with fawn hide, bench-type front seat, low mileage as new; £3,750.—Robbins, East Putney. Tel. 4581. [C3010

FOR sale, Bentley sedanca coupe, colour grey and black, first registered November, 1950, car in first-class condition.—Reply to Box 4572. [9350

BENTLEY 3½-litre 4-door sports saloon, registered August, 1935, radio, heater, discs, etc.; £575.—Duchesne of Wimborne, Dorset. Tel. 108-9. [9667

1936 3½-litre Bentley, Continental body, grey, excellent condition; £750.—Sephton, 490, Duffield Rd., Allestree, Derby 58006. [9695

A SPOTLESS Bentley Mark VI saloon for sale, first registered Feb. 27, 1952, one owner, 24,000 miles only, as new throughout; first offer £2,895 secures.

CAR EXCHANGE (CARDIFF), Ltd., Leckwith Rd., Cardiff. Tel. Cardiff 31511. Telegrams "Motors-Cardiff." [9438

4¼-litre Bentley saloon, £500 spent at makers, immaculate order; part exchanges can be arranged.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1937 Bentley Gurney Nutting razor-edge saloon, in first-class order; £775.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1949 Bentley Mark VI standard sln., green with hide upholstery; equipped with radio and loose covers, speed, reading approx. 37,000 miles; £1,995.

PARKERS, Ltd., 176, Deansgate, Manchester. Dea. 4507. [9776

1950 Bentley Mark VI saloon, superb condition, many extras, grey and blue; £2,400.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

BENTLEY (3½, 4¼-litre and New 4½-litre)

11000 miles.—1951 Bentley 4½ standard steel saloon, steel grey/maroon, one owner; £2,950.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1937 3½-litre Park Ward saloon, in black and silver grey, checked by makers and in superb condition throughout.—Machin, Kennedy House, Kingsland, Shrewsbury. [9825

1951 (July) 4¼ Bentley standard saloon, one owner, green, beige hide, genuine mileage 22,000, an immaculate car; £2,650.—Weybridge Automobiles, Weybridge 233. [9679

1939 Bentley 4¼-litre overdrive black 4-door saloon by Park Ward, immaculate condition; £1,100 or nearest offer.—E. A. Ingham, Albany Mill, Canal St., Congleton, Cheshire. [9222

1951 Bentley 4¼ standard steel saloon, black, fawn leather, mileage 23,000 only, whole car in immaculate condition; £2,775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1938 Bentley 4¼ L.S. series Park Ward sports saloon, one owner only, engine just overhauled, radio, black and grey; £895; terms or exchange welcomed.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1950 (first regd. Nov., '49), midnight blue, grey uphol., man. director's car, Bentley serviced and maintained, absolute as new, only 38,000 miles; inspection by appointment only; price £2,400.—Watsonian Sidecars, Birmingham, 11. Tel. Vic. 1967

£275!!!—Magnificent Bentley genuine Red Label short chassis open 4-seater, modernized expennively with forward mounted chrome radiator, low pressure tyres, electric pumps, etc., re-registered 1951, an absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1937 Bentley 4¼ Park Ward saloon, in first-class condition, history available, owner now deceased, new tyres and spare, taxed Dec., any trial welcomed, black, beige leather; £750; terms, exchanges.—Ross Mootrs, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9400

BENTLEY 1948 standard steel saloon, finished black with beige leather, radio, heater, and fitter with all up-to-date modifications, wheel spats, etc.; whole car in immaculate condition; Bentley service maintained, recorded mileage 42,000; very highly recommended at £1,950.

MOOR Garage, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9787

1937 registered January, 4¼-litre Thrupp saloon, black, excellent, £735.—Alpe & Saunders Ltd., Providence Court, North Audley St. Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/B

3-litre Red Label Bentley 1924 4-seater tourer by Vanden Plas, aluminium body, good order and appearance; £200; seen London if required.—Blackmore, Broomfield, Southborough, Tunbridge Wells. [9686

Bentley Cars Wanted

CAR MART

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0958/B

ROWLAND SMITH'S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/B

BARTLETT will pay more for good Bentleys.—27A, Pembridge Villas, W.11. Bayswater 0523. [W1015

GOOD Mark VI Bentley saloon required, advise full details and price to—Hatfield, 154, Great Portland St., London, W.1. Tel. Museum 6366. [W2005

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/B

WE will buy or part exchange your Bentley for a new one.—Lexham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WANTED Mark VI Bentley, 1952, small or big bore; £2,250, inspection immediately.—W. D. R. Morrison, Thurnby, Leics. Tel. Thurnby 46. [9382

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace S.E.19. Livingstone 3362. [0062/B

WANTED.—1952 Bentley Mark VI, small or large bore; £2,500.—W. D. R. Morrison, Thurnby Garage, Thurnby Garage, Thurnby, Leics. Tel. Thurnby 46. [9818

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [W4036

1952 Bentley standard steel saloon wanted immediately, no agents please; quick decision for immaculate car, letters first.—Cutler, Hardwick Arabian Stud, Little Aston Rd., Aldridge, Staffs.

Bentley Spares and Service

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/B

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0460/B

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.,

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223 [S1082/R

BOND MINICAR

BOND, entirely overhauled in last few months, including new windscreen, respray, many modifications and extras, perfect condition; £150 o.n.o.—Tel. Dorking 3322. [9606

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube) N.W.3. Ham. 6041 [W4016/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0545/R

WANTED, Bond Minicar by private owner; must be in good condition and nothing earlier than June last considered.—State price and particulars to Nichols, Broadlands, Rollesby, Gt. Yarmouth. [9464

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0627/R

BORGWARD

METCALFE & MUNDY, Ltd.

1951 Borgward 1500 sports saloon, 84mph, 32mpg, radio, rim embellishers, many extras, independent suspension all round, excellent order; £795.

SOLE Concessionaires, Metcalfe & Mundy, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRISTOL

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Bristol 400, radio, heater; £950.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247).

BRISTOL 405 saloon, colour lavender, first registered May, 1953, mileage 4,190, fitted radio, immaculate being indistinguishable from new. [9429

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1952 Bristol type 401 saloon, black, beige leather, heater, radio, low mileage, in superb order; £1,695. [C1001

BARTLETT.—Bristol 1948/49 type 400 saloon, many extras; £925.—27a, Pembridge Villas, W.11. [C1013

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

ANTHONY CROOK.—New Bristol, all models in stock, for demonstration; immediate or early delivery.

ANTHONY CROOK.—Largest selection of reconditioned used Bristols in the country; examples below.

ANTHONY CROOK.—1953 403, blue, 4,000 miles.

ANTHONY CROOK.—1949 and 1948 type 400.

ANTHONY CROOK.—1953 401, 13,000 miles; other 401s being reconditioned and available shortly.

ANTHONY CROOK.—1948 400 available now; others being reconditioned and available shortly.

ANTHONY CROOK MOTORS, leading Bristol distributors, Caterham Hill, Surrey. Tel. 2232.

ALSO Anthony Crook Motors, High St., Esher, Surrey (showrooms for callers only). [C1063

BRUTONS, Ltd.—Bristol 1948 400, excellent condition, heater, taxed.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0542. [C1026

BRISTOL 401, registered May, 1953, 17,000 miles, one owner.—Parkinson, 29, Bottomley St., Middlesbrough 3663. [9774

1953 Bristol 403, black/red upholstery, 8,000 miles, one owner.—Charles Cruickshank Motors, The Centre, Bristol, 1. Tel. 25280. [9948

1952 Bristol 401, heather grey/beige upholstery, radio and heater, under 20,000 miles, one owner.—Charles Cruickshank Motors, The Centre, Bristol, 1. Tel. 25280. [9949

1950 Bristol 401, dark green/beige upholstery, radio and heater, 41,000 miles, one owner.—Charles Cruickshank Motors, The Centre, Bristol, 1. Tel. 25280. [9950

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

1952 Bristol 401 saloon, in exceptional condition, built-in radio, twin heaters, loose covers, colour dark metallic green, low mileage; taxed year; £1,795; exchanges.—Murray King, Ltd., 46, Fitzroy St., W.1. Euston 1426 and 1395. [9828

BRISTOL 400, Nov., '49, 38,000, owner-driver only, just completed maker's unrestricted overhaul, etc., and specialist repainting (peacock blue), receipts for inspection, showroom condition, perfect car for fastidious purchaser; any trial here; no dealers; £1,500.—Hall, Pride Hill Chambers, Shrewsbury. Tel. 4010. [9661

Bristol Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Bristols—27A, Pembridge Villas, W.11. Bayswater 0523. [W1013

B.S.A.

165 gns.—B.S.A. Scout, 1939 10hp sports 4-seater, very good condition; choice of 5 Scouts; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7755. [0144/R

BUGATTI

UNUSUAL vintage Bugatti recently imported, typically French 2-door coupe with supercharged 33hp 8-cylinder engine, low mileage and good condition; £585.—Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0670/R

Bugatti Spares and Service

LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [0071/R

BUICK

ACRES offer:

1938 Buick 7-passenger limousine, beautifully kept and in really amazing condition, one titled owner; offers.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

METCALFE & MUNDY, Ltd.

BUICK 1949 model Super 51 4-door saloon, fitted with all extras, 34,000 miles from new, always maintained at distributors.

1947 Buick Roadmaster 4-door saloon, fitted with all extras and in really outstanding condition.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

RHD 1951 Buick, super, black, all extras

RHD 1947 Buick, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

BUICK.—Sole concessionaires Lendrum & Hartman, Ltd., have available the following in their showrooms:—

1948 Buick, right-hand drive, colour 2-tone grey, radio, heater; this car has only done 6,000 miles and is in perfect condition.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., London, W.1. [9733

1937-8 Roadmaster saloon, r.h.d., outstanding example, little used; £185.—Tel. Adams, Winwick 216. [9640

£145!!!—1936 (Dec.) Buick 30hp saloon, magnificent condition, excellent value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

BUICK 31hp Super 51 Series, r.h.d., finished black and chrome, many extras, taxed to 1955; £855.—Broxbourne Motors, Ltd., Broxbourne, Hoddesdon 2927. [9814

1939 Buick Viceroy saloon, steering column gear change, leather upholstery, nice condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£265.—1939 Buick 4-seater fixed head coupe, a very impressive looking car for a modest outlay; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Buick Viceroy saloon, black, one owner, chauffeur driven, immaculate condition; £250; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1938 Straight Eight Buick limousine with division, 58hp, black, chauffeur kept, excellent condition.—Can be seen Red Lion Hotel, High Wycombe, or by arrangement, Tel. Holborn 1109. [9565

ROSE & YOUNG, Ltd., offer—1939 Buick Viceroy saloon, beautiful condition, black; £285.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464 [C3057

BUICK Roadmaster Dynaflow hard-top convertible, electric windows, etc., heater, radio, first registered Sept., 1951, no dealers; £1,500.—Coxon, Southern Aircraft (Gatwick), Ltd., Gatwick Airport, Surrey. Crawley 811. [9426

BUICK Roadmaster Dynaflow hard top convertible, electric windows, etc., heater, radio, first registered Sept., 1951, showroom condition; no dealers; £1,500.—Coxon, Southern Aircraft (Gatwick), Ltd., Gatwick Airport, Surrey. Crawley 811. [9879

LIMOUSINE, 1936, partition, forward occasionals, genuine low mileage, black, magnificent condition throughout, unrepeatable. Alps & Saunders Ltd., Providence Court, North Audley St. Mayfair-2941. [C1006

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 6691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

METCALFE & MUNDY, Ltd.

1947 Cadillac convertible, grey, Hydramatic, red hide, heater, radio, new hood; £795.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1949 Cadillac o.h.v., also 1951 and 1952 60 Specials.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858 [C4028

CADILLAC sedan mod. 62-69, low mileage, in showroom condition, no dealers; £1,500.—Southern Aircraft (Gatwick), Ltd., Gatwick Airport, Surrey. Crawley 811. [9425

1949 (November) Cadillac model 62 sedan, hydramatic, radio, heater, nylon covers, 18,000 miles, brand new condition.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4056

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., the Cadillac buyers.—Wembley 6691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Chevrolet l.h.d. saloon, fitted radio, heater, loose covers, 24,000 miles; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1953 Chevrolet 4-door, l.h.d., powerglide transmission, de luxe, heater, loose covers, 1,900 miles; £1,495.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Sq. Tube Stn.). Temple Bar 3588. [C1027

1951 Chevrolet, low mileage, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [4028

1945 Chevrolet, right-hand drive, excellent condition; £345.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1949 Chevrolet Styline saloon, mechanically perfect, l.h.d., fitted heater and blinkers, very smart; £625 o.n.o.; hire purchase arranged.—Pykett (Ilkeston 799), Derbyshire. [9898

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition, radio, heater, covers; £1,150.—Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4056

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 6691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R

CHRYSLER and Dodge parts and reconditioned units also sheet metal parts, all models 1935-40, repairs by experts.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [8352

CITROEN

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50 Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer:—

1952 Citroen Big Six saloon, finished maroon, beige leather, radio, twin spot lamps, Windtone horns, many extras, immaculate condition throughout; £725. [C1003

1952 Citroen 15, heater, loose covers, perfect throughout; £550.—Sargent & Collins, Bromley, Kent. Imperial 2242. [9895

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

JOHN S. TRUSCOTT Ltd., for Citroen.

OFFICIALLY appointed retailers; new models from stock; several exceptionally fine post-war used models.
EXCHANGES, deferred terms.
173 Westbourne Grove, London, W.11. Bay 4274. [C4035

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Citroen Light 15, mileage under 1,000, grey, and red leather; £895.
1949 Citroen Light 15, black, red leather; £425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1951 Citroen Light 15 saloon, small mileage; £595.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London N.W.1. Eus. 6611. [C2023

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4734

1948 Citroen Light 15, radio, heater, overhaul, bills to show; £350.—Larkswood 2535. [9817

1950 Citroen Light 15, grey, red leather, all new tyres; £465.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

CITROEN 1950 Big 6, one owner, heater, superb Continental model; £525.—Hillwood Motors, Ltd., Mill Hill 4232. [9623

CITROEN Light 15 de luxe, late 1947; £325; terms, exchange.—117, Meadow St., Sheffield 20282, business hours. [9921

1946 (August) Citroen Light 15 saloon, sun roof, excellent throughout; £365; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

CASS'S MOTOR MART.—1949 Citroen 15 saloon, black, carefully used; £440; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 4110. [C1040

1946-7 Citroen Light 15, black, red leather, excellent appearance and condition; near £375.—Hanman, Cheltenham, Woburn Hill, Addlestone, Surrey. [9816

£295!!!—Citroen 15 de luxe special long chassis 7-seater saloon, ideal economical car for large family; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

CITROEN (June, 1951) Light 15 saloon de luxe, ivory finished black with red leather, one owner, moderate mileage, complete overhaul by makers last August, receipts shown; £595.
MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9790

1952 Citroen 6-cylinder saloon, silver grey with red leather, heater, 16,000 miles only, chauffeur kept in new condition; £710.—Herbert Robinson, Ltd., Cambridge. Tel 4461. [9665

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £475.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

ROYS offer a very superior looking 1946 Citroen Light 15 saloon; £345; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894.

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Ring Speedwell 9761, Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1953 Citroen Light 15 sun saloon, one owner, low mileage, heater, grey with red leather upholstery, bench-type front seats; £765.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

TANKARD & SMITH, Ltd., offer 1948 Citroen Light 15, maroon/maroon upholstery, one owner, carefully maintained; £445; three months' written guarantee.—194/196, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801-2-3. [C4026

565 gns.—Citroen Light 15, 1951 sports saloon, sliding head, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years: repairs, overhauls and spares.—Tel Croydon 8181-2 [0187/R

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.E.5. Kensington 3464.
SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0300/R

Citroen Spares and Service

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9334

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284): specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr. all spares stocked. [0585/R

DAIMLER

ACREE offer:—

1948 model Daimler 2½-litre razor-edged saloon, black with red leather, carefully used and as new; £595.
ACREE AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

BOON & PORTER, Ltd.

1951 Consort saloon, grey, radio, heater, unmarked; £875.—Castelneu, S.W.15 (by Hammersmith Bridge). Riverside 4444. [C1022

TOM GARNER, Ltd., offer:

1952 Daimler 2½-litre Consort saloon, black, 18,000 miles; £1,095.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre sports coupe, maroon and black, one owner, £1,450.
DAIMLER 2½-litre Conquest saloon, black, red leather; £1,250.
DAIMLER 2½-litre Consort saloon, black, brown leather; £1,025.
DAIMLER 2½-litre saloon, maroon, red leather; £675.
STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

COOMBS & SONS (GUILDFORD), Ltd., offer:

1948 Daimler 2½-litre Consort, grey with blue leather, 36,000 miles, one owner since new; £550.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BROOKLANDS. Individuality new and used cars.

1953 Daimler 2½ Consort saloon, 8,500 miles.
BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [1029

DAIMLER 15, 1936, one owner; best over £250.—Acorn 8642 evenings. [9642

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1953 Daimler Consort saloon, black, brown leather, 4,000 miles, one owner; £1,295.
RIPCO, Ltd (Daimlers Purchased), 18, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3053

1952 Consort saloon, grey, red leather, radio; £995.—Mansfield Autos, Ltd. Euston 2587. [C3001

FOR sale, in tip-top condition, Daimler 2-seater sports, colour cream and green, first registered September, 1950.—Reply to Box 4571. [9349

1953 (August) Daimler Conquest saloon, black, red leather, H.M.V. radio, taxed year, 1,400 miles only; £1,255; trade offers invited.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

DAIMLER 1938 2-litre sports saloon, exceptional condition; £350.—Bartlett 27a, Pembridge Villas, W.11. [C1013

1937 Daimler 15 Mulliner 4-door sports saloon, immaculate condition; £280 o.n.o.—Brown, 106a, High St., Stony Stratford, Bucks. Tel. 3214. [9694

1953 (June) Daimler Conquest saloon, steel grey, blue leather, radio, heater, Daimler maintained; £1,175.—C.M.C. (Oxted), Ltd., Oxted 525. [9671

1954 (March) Daimler Conquest, 1,200 miles, as new; £1,375.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1948 2½-litre saloon, black/red, radio, heater, one owner spotless; £650; also earlier model, £550.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

1947 2½-litre saloon, just recellulosed black, one careful owner, total guaranteed mileage 26,000, exceptionally good car; £650.—Campbell Symonds, Wembley 6262. [C1037

1953 (Nov.) Daimler Conquest saloon, black, red leather, one owner, 6,000 miles only, fitted radio, screenwash and chassis sprayed with underseal, perfect condition; £1,345.
CHARLES FOLLETT, Ltd., Showrooms: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

LIMOUSINE exceptional '39 E.L.24, regd. '53, face-forward occasionals, black, stored 10 years; £550; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 [C3034

1953 Daimler Consort saloon, 5,000 miles only, beautiful condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

£1245.—1953 2½-litre Daimler Conquest saloon, one owner, 8,000 miles, immaculate.—La Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£222!!!—Daimler 15 special Mulliner 4-seater sports coupe, undoubtedly specimen condition, the finest we have had; three months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

DAIMLER

1950 (May) Daimler special sports coupe, overdrive, excellent condition, new hood; £1,135.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or tel. Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart Ltd., Coventry 2146. [0444

1940 Daimler saloon, 1,400 miles since complete works mechanical and coachwork renovation at fabulous cost, black with red leather; £450.—A. A. Titmuss, Daimler Specialist, 81, Clapham Rd., S.W.9. Reliance 1647. [9443

1950/51 Daimler Consort saloon, colour black, brown leather interior, entire car in faultless condition throughout, taxed year, one owner since new; £825.—F. Rutter, Hunston House, Old Leake, Boston, Lincs. [9740

DAIMLER 3½-litre sports saloon, 1958, recently overhauled at works, leather upholstery, occasional tables, in immaculate condition; £275.—C. Hamlin, "Llwyn Celyn," Pantmawr Rd., Whitchurch, Cardiff. Tel. Whitchurch 883. [9414

145 gns.—Daimler New 15 1937 16.2hp saloon, blue, sliding head, blue leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

DAIMLER, 1951, Hooper 36hp saloon with electric division, fitted with every luxury, superb appearance, black with red leather, one owner cost £5,500, offered at the most attractive figure of £2,450.—Mayfair Carriage Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9735

£570.—1949 (June) Daimler 2½-litre saloon, grey and maroon, fitted H.M.V. radio, heater, loose covers, floor covers, spotlamps, 3 mirrors, taxed December; whole car as new and immaculate; ½ deposit.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [9866

1939 2½-litre Daimler black saloon, upholstered brown leather, 55,000 miles, meticulous lady owner, chauffeur driven for first two years, laid up during war, maintenance mostly by Daimlers, front and back seat covers, radiator muff and unused tyre, sound all round condition; £300.—Strube, 46, Park Drive, N.W.11. [9717

LIMOUSINE, exceptional, 1939/EL.24, partition, forward occasionals, black, privately chauffeured, mileage 35,000, immaculate, £635. Selection from £550. First class condition.
£225 partitioned Park Ward Limousine, 1936/32hp, forward occasionals, exceptional chassis, a bargain. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

CHAIN OF EALING.

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1268. [W2057

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

XXX H. F. Edwards offer immediate cash for good Daimler cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Daimler Spares and Service

KINGSTON-ON-THAMES Daimler agents and specialists
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2 [S4053/R

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Taneborne & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665 [0713/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647 [0666/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

DELAGE

METCALFE & MUNDY, Ltd.

1950 special show model Delage, most attractive streamlined drop head coupe by Guillore of Paris, Mediterranean blue with blue hide upholstery, radio, Cotal gear box, 29,000 miles, very fast, economical and element car; £875.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

XXX Scarce model, 1938 (May) Delage D.6 70 very attractive car has quite outstanding body lines and commodious rear luggage boot; it has a Cotal gear box, very full equipment, and is finished in black cellulose with chromium bright fittings and upholstered in beige leather; it has a delightful performance and is a car which must be seen to be appreciated; thoroughly recommended and offered with written guarantee at the most attractive figure of £425; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel Langham 0012. [C2005

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Delage Spares and Service

SELBORNES, world concessionaires.

IN association with

WIMBUSH

COMPLETE overhauls, body repairs, tuning

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0659/R

DELAHAYE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DELAHAYE 135M 1936 Chapron sports saloon, superlative condition throughout.—Dorndorf, Kirkubbin, Northern Ireland. [9584

Delahaye Spares and Service

SELBORNES, world concessionaires

IN association with

WIMBUSH.

COMPLETE overhauls, body repairs, tuning.

REPAIRS & Service, Headfort Place, S.W.1.

SPARES orders.—Head Office, 82, Park St., W.1. [0660/R

DELLOW

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Dellow super sports 2-seater, finished British racing green, one enthusiastic owner only, terrifically fast, full all-weather equipment; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

FOR sale, Dellow car 2-3-seater, colour red, condition equal to new, 6,000 miles.—Apply Delson & Co., Ltd., Alvechurch, Tel. Hil. 1191. [9855

Diesel Cars Wanted

DIESEL conversion car wanted.—Eliot, Theofield Rectory, Royston, Herts. [9422

D.K.W.

D.K.W.—Three lovely specimen cars available: 1 Master de luxe Cabriolet being completely rebuilt, colours to prospect's own choice, also retrim in fabric or leather inside to choice.

D.K.W. cars bought for cash; good allowances offered against new Ford cars.

D.K.W. spares available, and overhauls undertaken by men who really know how.

B. & M. GARAGES, Ltd., 42a, St. Michael's St., Paddington, W.2. Pad. 6877. [0016/R

THE new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.—A.F.N., Ltd. (Sole Concessionaires), Falcon Work, London Rd., Isleworth, Middlesex Hounslow 0011. [C2015

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

PARTS, repairs, reasonable prices; D.K.W.s bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0059

D.K.W. main agent, genuine spares and service for all models.—Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester, 16. [4951

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [5608

DODGE

1949 Dodge Coronet de luxe saloon, one owner, 27,000, whitewall, radio, heater, seat covers, mats, beautiful car, 26hp, taxed; £795; terms; exchanges.—Cyril Sheppard of Reading. Sonning 234. [9848

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

FIAT

S. & S. MOTORS.—1939 500, reconditioned engine, excellent condition, £325.

S. & S. MOTORS.—1938 1100 pillarless saloon, reconditioned engine new tyres; £195.—165a, Westbourne Grove, W.11. Bayswater 1644. [9610

S. & S. MOTORS.—1939 500 4-seater, reconditioned engine, excellent condition; £250.

S. & S. MOTORS.—1948 500 cabriolet, two owners, carefully maintained; £325.

S. & S. MOTORS.—1939 500 2-seater cabriolet, reconditioned engine; £225.

S. & S. MOTORS.—1939 500 2-seater cabriolet, beautiful car, guaranteed; £250.

S. & S. MOTORS.—1937 500, good order; £120 all above at—165a, Westbourne Grove, W.11. Bayswater 1644. [9749

1939 Fiat 1100 saloon; £210.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

£245.—Fiat 500 1937 Cabriolet in exceptional condition throughout, recon. engine, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

FIAT

MAYFAIR GARAGES, Ltd., Fiat, Fiat, Fiat, below

MAYFAIR GARAGES, Ltd.—1950 (reg. '52) 500C ohv de luxe convertible r/h drive coupe, Fiat pale blue with Bedford interior, extremely smart car, scrupulously maintained since new; guaranteed; £485.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv genuine Belvedere station wagon, blue and panelled with soft hide upholstery, extremely smart car with outstanding performance, guaranteed; £475.—Below.

MAYFAIR GARAGES, Ltd.—1939 fully reconditioned 2nd series de luxe convertible coupe, finished in pale blue grey, guaranteed; £325.—Below.

MAYFAIR GARAGES, Ltd.—1942 (reg. '52) 500 de luxe 2nd series hardtop coupe, l/h drive, Italian upholstery, roof grid, very smart car with excellent and economical road performance, guarantee; £510.—Below.

MAYFAIR GARAGES, Ltd.—July, 1940 500 2nd series de luxe full 4-seater convertible saloon, black leather upholstery, good tyres, smart car with excellent and economical road performance, guaranteed; £285.—Below.

MAYFAIR GARAGES, Ltd.—1939 model 500 2nd series de luxe convertible coupe, maroon, radio, excellent and economical road performance, guaranteed; £255.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, pale blue with red leather interior, re-matted, very smart car in excellent condition throughout, guaranteed; £250.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe hardtop coupe, maroon, excellent and economical road performance, guaranteed; £245.—Below.

MAYFAIR GARAGES, Ltd.—August, 1938 500 de luxe convertible coupe, off-white with leather upholstery, bumpers, attractive car with excellent and economical road performance, guaranteed; £235.—Below.

MAYFAIR GARAGES, Ltd., descriptive literature, price list and copy of Road Test Report gladly sent on request.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104/5; open 9-6, Sats. 9-1. [C3009

£120 o.n.o.—1937 500 coupe, taxed and in daily use.—Lanham, Thatch, Starcross, Exeter. [9912

FIAT 500 1938 convertible, beautiful condition, spares, faultless; £250 o.n.o.—Bushey Heath 1827.

1951 Fiat 1400, polychromatic grey, r.h.d., many extras, inc. radio, superb condition throughout; £800.—Tel. Holbrook 265, Ipswich. [9424

1951 Fiat 500C (reg. '53), l/h drive, 14,000 miles, excellent condition; £400 o.n.o—Smith, Sawfield House, Alconbury Weston, Hunts. [9919

1947 500cc cabriolet s.v., 30,000 miles, l.h.d., first licensed in England January, 1952, excellent condition; £240.—Nicholls, St. Mary's Sq., Bedford. Tel. 5363. [9415

£200.—Fiat 500 1937 convertible coupe, reconditioned engine, new carburettor, over 50mpg, excellent condition.—Tel. Luton 1098 not later 6.30 p.m., or apply 5, Thornhill Rd., Luton. [9929

245 gns.—Fiat 12, Oct. 1940, long chassis 4-door pillarless saloon, silver grey, sliding head, grey leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Fiat 500, 1939 model convertible coupe, grey leather, good condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

C. F. RUSHMER, the Fiat specialist, offers latest "New Eleven Hundred" saloon, 5,000 miles; £795. April 1949 1100 saloon, showroom condition; £485.—39, Holland Park, W.11. Park 5731. [C3061

FIAT 500, 1938, grey, boxed chassis, two 6v batteries, A.V.C. dynamo, Delco distributor and oil coil, S.U. carburettor, heavy duty starter, Fram filter, Allen dispenser, Ford 10 seats, Brooklands steering wheel, remote gear lever, three-position hood, Lucas head lights, flashing indicators, speedometer, thermometer, ammeter, oil-pressure gauge, Motorola radio, several spares; £200 or best.—A. E. Dobell, Whitestaunton, Chard 3368. [9534

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

S. & S. MOTORS pay more for Fiats.—165a, Westbourne Grove, W.11. Bayswater 1644. [7296

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 5104. [0695/R

Fiat Spares and Service

FIAT 500 trouble? try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 5104, open 9-6, Sats. 9-1. [0632/R

S. S. MOTORS, Fiat 500cc spare stockists; retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2 [C1071

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [0099/R

FORD (8 h.p.)

ELM AUTOSALES offer:—

1948 Anglia, one owner, reconditioned engine, black, red interior, far above the average, a really nice car; £295.—Elm Autosales, 63, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

1947 Ford Anglia, new engine, 10,000 miles, perfect; £270.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1935 Ford 8 saloon, one owner; £110; three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

VARE MOTORS, Ltd.—1949 Anglia, beige, leather, very clean; £515.—472, Archway Rd., Highgate, N.6. Mountview 9039, 5306. [9832

1938 Ford 8hp, new engine, with or without hand hand control; £170; seen by appointment.—Pollock, 42a, Osborne Rd., E.9. [9806

1948 (November) Anglia saloon, guaranteed; £310, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

4000 miles only.—1953 Ford Anglia saloon; £445.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

1951 Ford Anglia 8hp saloon in new condition throughout, fitted seat covers, etc.; £345.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1000 miles only!!—1953 (August) Ford Anglia, black, red upholstery, mileage guaranteed genuine; £425.—Northern Motors of Harrow, 166-194, Pinner Rd., Harrow 4444. [C3025

1938 Ford 8, reconditioned engine, 7,000 miles, new Rotoflex fitted, good tyres, brakes relined this week, absolutely reliable; £195; seen by appointment.—John Pratt, Overkellet, Carnforth. Tel. 288. [9924

PRIDE & CLARKE, Ltd.—1953 Ford Anglia saloon, black/red, 2,000 miles, one owner, £400; 1951, black/beige, 16,000 miles, covers, £379; 1949, black/red, choice 3 from £299; 1948, black/red, choice 2 from £269; 1947, black/brown, beige/brown, choice 3 from £259; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds, 1954 model Ford Popular, as new, taxed for year; £390.—6-7, Warren St., W.1. Euston 3266. [C1005

FORD (10 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp Bus Depot) [0100/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1951 Ford Prefect, leather upholstery; £400

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. [9822

HENDON CENTRAL GARAGE, Ltd., offer:—

1946 Ford Prefect saloon, nice order throughout; £250.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1949 Ford Prefect; £425.

1948 (December) Ford Prefect; £345.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1006

1953 Ford Prefect, black, red leather, one owner, 6,000 miles; £495

W. J. BROWN, Ltd., established over 50 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Ford Prefect, positively immaculate; £310.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2065

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

FORD Prefect, 1949/50, green, two-tone upholstery, reconditioned engine recently fitted, 5 good tyres, one owner; £365.—Hillwood Motors, Ltd., Mill Hill 4232. [9824

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [4006

£225.—1941 Ford 10 Prefect 4-seater tourer, excellent runner, recellulosed, new hood; £75 down.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 (July) Ford Prefect saloon, one owner in excellent condition throughout; £298.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

£239.—1939 Ford Prefect, 4-door, leather, excellent condition, choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

ROYS offer 1947 Ford 10 Prefect saloon, exceptional; £335; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

345 gns.—Ford Prefect, November 1949, saloon, leather, one owner, excellent condition; choice of 3 Prefects; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd. 1953 Ford Prefect saloon, black/brown, 2,000 miles, one owner, £519; 1952, black/red, low mileage, £459; 1951, black/brown, black/red, choice three from £399; 1948, choice several from £299; three months' guarantee, terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Ten Cars Wanted

GOOD Prefect wanted; immediate cash.—Lib. 1604 or Vig. 8978. [W3048

WHY accept less for your Ford Prefect saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W3008

FORD 10 Prefect required, about £300, green preferred.—Turnbull, Darngate House, Winchester. [C1010

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

ALWAYS A SELECTION of Ford Consuls with a written guarantee and free after sales services at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1954 Ford Consul saloon, with every conceivable possible extra fitted, genuine 8,000 miles only; it is impossible to list the extras fitted in this advertisement, but to any interested buyer we will gladly answer all enquiries; the car cost originally over £1,000, and is the finest example on the roads to-day; 75gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAMDEN MOTORS offer Ford Consuls:—

1952 saloon, fitted radio, heater and other de luxe equipment, serviced every 1,500 miles by main Ford agents (bills available), spare unused; £645.

1952 Consul saloon, another fine owner car, expertly maintained and of moderate total mileage; £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

H. A. SAUNDERS, Ltd., Golders Green, offer:

1952 Feb., Ford Consul, one owner, real leather, heater, radio, magnificent; £575.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1953 Ford Consul saloon, black, red leather, heater, spare unused; 625gns.

RIPCO, Ltd. (Consuls Purchased), 16, Albemarle St., London, W.1. Hyde Park 2952-3-4. [C3052

1951 (Nov.) Ford Consul, black, 10,000 miles only, spare unused, leather, heater, radio, perfect condition; £535.—Tel. Rav. 0293. [9673

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloon, opal/grey, 8,000 miles, heater, radio; choice of 2; £669. 1952 black/beige; £599; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Ford Consul, about 12,000 miles.—Box 4788. [9936

TOP price paid for Consul or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Zephyr Six saloon, first registered Jan., 1953, colour black with leather upholstery and heater, mileage 15,400; £680.

FORD Zephyr Six saloon, first registered February, 1953, colour grey with leather upholstery, heater, radio, sun-visor and wing mirrors mileage 26,000; £675.

FORD Zephyr Six saloon, first registered Feb., 1953, colour black with leather upholstery, heater and radio, spot lamp and wing mirrors, 9,500; £685.

FORD Zephyr Six saloon, first registered January, 1953 colour grey with leather upholstery radio, heater, twin spot lamps, reversing light, mileage 9,000; £685.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

FORD ZEPHYR

ALWAYS A FORD Zephyrs. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt 2252. [C3022

OVERSEAS CARS, Ltd., offer:—

1952 Ford Zephyr saloon, blue, hide upholstery, and heater, 8,000 miles only; £625. For other Overseas car bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

HAROLD SIMONS, Ltd. offer:—

1951 Zephyr, radio, heater, demister, leather, 24,000, excellent appearance and mechanical condition; £595, trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

CAMDEN MOTORS offer Ford Zephyrs:—

1953 saloon in pastel green, late registration, one owner car in very beautiful condition; £675.

1952 saloon in black with leather, radio, heater, wing mirrors and tailored seat covers; £645.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1954 Ford Zephyr, under 2,000 miles, one owner, taxed; £765.

RIPCO, Ltd. (Zephyrs Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 (August) Zephyr saloon, black, red leather, heater, immaculate condition; £695.—Robbins, East Putney. Tel. 4581. [C3010

1953 Ford Zephyr, black, leather heater, radio, one owner, 10,200 miles only, superb order, serviced and guaranteed; £765.

CHARLES FOLLETT, Ltd Showrooms: 18, Berkeley St., W.1. Mayfair 6366.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 Ford Zephyr saloon, black/red leather, radio/heater, one owner; £675; same as maker's guarantee; terms, exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3 Dorking Rd., Epsom 3901. [9837

1954 Ford Zephyr, only 850 miles as new, black, red leather, wireless and heater; £820; licensed ready for road.—Stroud Brewery Co., Ltd., Stroud. [9420

1953 Ford Zephyr saloon, radio, heater, leather, 6,000 miles; £725.—British & Colonial Motors, Ltd., 13-14, Upper St.—Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

1952 (October) Zephyr saloon, fitted radio, heater, loose covers, spotlight, windscreen washer, etc., guaranteed; £655, exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

Ford Zephyr Cars Wanted

1952-1953 Zephyr wanted urgently.—Fleet, The Cottage, Mentmore, Leighton Buzzard, Beds.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

DICKS.

1939 Ford Mercury V.8 saloon, ready for hard wear; bargain, £175.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [C1072

1948 Ford Pilot, brown leather, fitted radio in very good condition throughout; £275.—Haskins, Ladbroke 1155. [C3027

1938 Ford V.8 drop head foursome coupe, excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1951 Ford Pilot saloon, black, radio, heater, leather, guaranteed; £585, exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

WALTER SCOTT, Ltd.—1950 Ford Pilot, black, leather heater, low mileage, almost new condition; £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube) Pri. 5914. [C4006

1950 (Nov.) Ford Pilot saloon de luxe, blue, heater, fog lamp, reversing lamp, radiator muff, one owner, 25,000 miles only; immaculate, taxed; £425.—Talbot Garage, Henley-on-Thames 223. [9532

1937 V.8 4-seater d/h coupe, recellulosed blue, reconditioned engine approximately 4,000 miles, Marchall head lights and driving light, fitted radio; £150.—30, Berrow Rd., Burnham-on-Sea. [9700

1951 Pilot, blue, leather, heater, serviced every 1,000 miles by Ford distributors, exceptional condition, unmarked, one owner-driver; £440.—Nizels Thatch, Nizels Lane, Hildenborough 3228. [9416

£185.—Ford V.8 1938 sedan, reconditioned engine, coachwork and interior excellent condition, radio, taxed year.—Hall, Trafalgar 6441 or Flaxman 0016. [9920

1950 Ford V.8 Pilot saloon, pastel green, exceptional condition throughout; £395.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7006. [C2019

1951 model Ford Pilot, blue, excellent, most extras, negligible mileage, economy, absolute dependability.—B. Field, 5, Budnick Hill, Perranporth, Cornwall. [9953

395 gns.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD (V.8)

SPECIAL offer.—New and unused 1951 de luxe model Ford Pilot 4-door saloon, finished in blue with blue leather upholstery, this car (registered January, 1951) has been in store and has run a total of 160 miles only on delivery from works; original cost £870, now offered at £650.—For further particulars apply Transport Officer, Warwickshire County Council, Montague Rd., Warwick. Tel. Warwick 541. [9665

Ford V.8 Cars Wanted

WANTED, 1950-51 Ford Pilot, black/blue, low mileage, carefully used.—101, Stafford Rd., Southampton. Tel. S'oton. 73076. [9716

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1949 Ford Custom 2-door sedan, radio, heater, one owner, finished blue; bargain £525.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

UTILITY—FORD OR OTHER BODIES

1952 Ford 10 Martin Walter utility, low mileage, in very good condition; £465.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025

FORD MISCELLANEOUS

£125.—1936 Ford 10, 4-door saloon, excellent condition, also Ford 8, 1935-6, £115.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2087

POST-WAR Prefect or Anglia, private buyer, sound condition, good appearance, cash.—Details Box 4671.

RICHARDS & CARR buy 1947-54 Anglias and Prefects.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

XXX H. F. Edwards offer immediate cash for good Ford cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

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ALLAN TAYLOR (MOTORS), Ltd.

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MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66 High St., East Ham, E.6. Grangewood 1136. [83065/R

FRAZER NASH

LE MANS Replica.—Chipstead Motors. See "Racing Cars" column. [C1046

1954 Frazer Nash Targo Florio grand sport 2-seater, full all-weather equipment, huge luggage boot, fitted 144bhp engine (bench tested certificate available), only just run in, unique opportunity at £2 950; a considerable saving on list price; immediate delivery.—Anthony Crook Caterham 2252/3, Surrey.

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£265.—Frazer Nash-B.M.W. Type 329, first reg. 1949, 4-door saloon, l.h.d., smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [C1024

145 gns.—Frazer Nash-B.M.W., 1936 2-litre convertible saloon, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JACK ROSE Ltd. offer 1939 Frazer Nash-B.M.W. type 327/80 saloon in beautiful dark grey with beige leather upholstery, fitted heater and many extras, in rare condition with outstanding performance; £615.—Stafford Rd., Wallington, Surrey. Wallington 6677.

Frazer Nash-B.M.W. Cars Wanted

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27A, Pembridge Villas, W.11. Bayswater 0535. [W1015

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

AUSTIN-HEALEY 26/11/53, mileage 6,000, Le Mans kit modifications, as new throughout; £1,065.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

B. J. HUNTER, Ltd., offer:—

1950 Healey Silverstone sports 2-seater, fast and attractive; £550.

1947 Healey sports 2-seater, tuned to 120 m.p.h., attractive; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RICHARDS & CARR, always best value.

1953 Austin-Healey, one owner, 5,000 miles, Alfin drums, radio; £985.

1951 Alvis-Healey 3-litre convertible, H.M.V. radio, heater, smart; £995.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 Healey Abbott coupe, finished black, red leather, new beige hood immaculate condition throughout; £850 [C1001

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 (June) Healey Tickford saloon, 2,900 miles only, finished satin bronze, red leather, one owner, F-type chassis with open propeller shaft, hypoid rear axle and Girling hydraulic brakes; we supplied this car new and have serviced it throughout, indistinguishable from new in all respects; £1,375. [C1001/1

BROOKLANDS, sole concessionaires, Healey stock new 4-seater saloon, coupe and convertible 3-str.

1952 Healey Abbott drop head coupe.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

HEALEY 2½-litre Tickford saloon, first regd. Feb., 1953, immaculate condition, maroon.—Apply Watters Garage, Largs, Ayrshire. Tel. Largs 3248. [9881

ROSE & YOUNG, Ltd., offer 1949 Healey Elliott sports 2-seater, exceptional condition, very pretty; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

Healey Cars Wanted

BARTLETT will pay more for good Healeys.—27A, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, urgently require Healey Tickford and Elliott saloons; also Abbott coupes. [W1001

WANTED privately, late model 4-seater Healey convertible; please write, stating full particulars and price required.—Tasker, 278, Whalley Rd., Accrington. [9904

HILLMAN 10

ALWAYS

HILLMAN Minxs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

1953 Hillman Minx saloon, 21 model, heater; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1951 Hillman Minx convertible coupe, in really immaculate condition, coachwork and interior as new, exceptionally good mechanical order, one careful owner only; 495gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SLOCOMBES, Ltd.

CALIFORNIAN Hard Top, 1953 (late), 8,000 miles, radio and heater Marchal spot lamps, condition as new; £725.

EXCHANGES and terms; A.A. or R.A.C. inspection welcomed.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground Station. [C4017

BOON & PORTER, Ltd.

1952 Series Mk. V, grey/brown upholstery, one owner; £495.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1952 Hillman Minx drop head foursome coupe, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

1947 Hillman Minx drop head, one owner, black, blue leather, de-mister, spotlight reversing lamps, a spotless car in first-class mechanical condition; £575; trade enquiries welcomed; 3 months' written guarantee; free service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube), Finchley 0052-53. [C4065

HILLMAN Minx convertible Mark V, very nice condition, good tyres; £525; terms, exchanges.—Finchley 1508. [9583

HILLMAN 10

H. BEART & Co., Ltd., offer:—

1939 Hillman Minx drop head coupe, recent reconditioned engine, radio, good order; £245.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI saloon, black, 4,000 miles, £665; another in blue, similar mileage.

1952 Hillman Minx Mark V saloon, green, 16,000 miles; £595.

1951 Hillman Minx Mark V saloon, green, 22,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx saloon, low mileage, immaculate condition; £555.

1951 Hillman Minx saloon, one owner, low mileage, immaculate condition; £535.

1950 Minx saloon, one owner, low mileage, £100 extras; £535.

1949 Hillman Minx saloon, taxed year, one owner, unmarged, low mileage; £465.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group dealers.

1951 Hillman Minx convertible with heater, l.h.d., 10,000 miles; £435.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1951 Hillman Minx, loose covers, perfect; £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1952 Hillman Minx saloon, black, brown leather; £535.

1952 (Dec.) Hillman coupe, blue; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

CAMDEN MOTORS offer a magnificent selection of all Hillman models:—

1953 Phase VI anniversary model.

1953 Californian hardtop, very low mileage.

1952-3 Phase V saloons and coupes; choice of 8 models.

1949-51 Phase III and Phase IV saloons and coupes.

1946-7-8 saloons and coupes, including Phase II models.

ALSO pre-war saloons and coupes, 1939 at £195 and earlier models from £85.

MINX estate cars in stock, Phase II, III and Phase V.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

£585.—1952 Hillman Minx convertible, black with beige, 16,000 miles, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 (May) Hillman Minx Mark VI saloon black with red upholstery, 10,000 miles, practically brand new throughout; £635.

1948 (April) Hillman estate car, 51,000 miles, very carefully used indeed, recently fitted with reconditioned engine and resprayed in cruiser grey, a most attractive car; £595.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1950 Hillman estate car, superb condition; £525.—Autowork, Ltd., Winchester. Tel. 4834.

VARE MOTORS, Ltd.—1949 Minx, black, [illegible] leather; £445.—472, Archway Rd., Highgate, N.6. Mountview 9039, 5306 [9853

£85.—1935 Hillman 10 saloon, blue, excellent runner.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662 [C2072

1938 Hillman Minx saloon, in good condition; £185.—S. Bowen & Son Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1952 Hillman Minx saloon, l.h. drive, heater, excellent condition; £510.—Dobsons, Ltd. (Hillman Agents), Staines 801. [C1074

1953 (September) Minx saloon, maroon, beige leather, heater, covers, 7,000 miles; £665.—Robbins, East Putney. Tel. 4581. [C3010

1948 Hillman Minx drop head coupe, 38,000 miles, works reconditioned engine, very good condition all round; £425.—Box 4595. [9431

HILLMAN Mark VI, mid green, as new, fitted heater, 9,000 miles; £620.—Carters Garages, Ltd., Netley St., Farnborough, Hants. Tel. 18. [9720

1952 Hillman Minx saloon, black red, leather, one owner, £535.—Vandervelis, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 444. [C4037

1952 model Hillman Minx Mark V drop head coupe, one owner; £525.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066 [C1076

1940 (April) Hillman Minx saloon, exceptional trivial use since replacement engine fitted; £200.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

1951 (November) Hillman Minx Mark V, one owner, excellent condition.—S. H. Partridge & Co., Ltd., Motor Agents, Brixham. Tel. 2351. [9487

£266!!! 1939 Hillman 10 de luxe saloon, undoubtedly the finest we have had, practically 1951 condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

HILLMAN 10

£120.—1935 Hillman 10 4-door saloon, clean car.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Batt. 1107/8/9. [C2024

1953 Minx anniversary coupe, black, 5,000 miles, exactly as new, £675; part-exchange enquiries invited.—G. P. Morley, Ltd., 84 Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1948 Hillman Minx Phase II saloon, grey, loose covers, engine reconditioned, not yet run-in, excellent throughout; £375.—John Trigg, Ltd., Esher 1234. [9886

1946 (Dec.) Hillman Minx saloon, blue, very good order throughout, any inspection, 3 months' guarantee; £345.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

£175.—1936/7 Hillman 16.95 de luxe saloon, excellent condition, £80 just spent, all accessories renewed, new battery, good tyres.—Seen 6 to 8 p.m., Victoria Wharf, 5, High St., Brentford. Wade. Pro. 3922. [9716

1952 (Nov.) Hillman Minx drop head coupe, finished grey with red leather upholstery, fitted heater, under 18,000 miles; £575.—Bedford Motor Works, Ltd., 85/87, Dulwich Rd., London, S.E.24. Brixton 4242. [9864

HILLMAN convertible, March, 1952, blue/red, heater, overriders, special head lamps, wing mirrors, Thermometer, 5 new whitewall tyres, new battery, taxed year, one owner; £595.—18, Mountjoy Ave., Penarth, Glam. [9557

ARCHIE SIMONS & Co., Ltd., 1952 Hillman Minx drop head coupe, colour black, fitted heater, nominal mileage, one meticulous owner since new, excellent condition throughout; £585.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

TANKARD & SMITH, Ltd., offer 1950 Hillman Minx saloon, green with red leather, one owner, excellent condition throughout; £495; three months' written guarantee.—194-196, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801/2/3. [C4026

525 gns.—Hillman Minx, October 1951 Phase V saloon, heater, one owner, small mileage, exceptional; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1952 Hillman Minx saloon, modified to Mark VI specification, one engineer owner, finished black, fitted heater, oil coil, taxed December; £575 with written guarantee.—Motourists (London), Ltd., Gt. North Rd., and Finchley Station, N.2. Tudor 2301-2. [C3018

Hillman Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars

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WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

GOOD Minx wanted; immediate cash.—Lib. 1604 or Vig. 2978. [W3048

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168. [0408/R

£400 cash awaits 1950-51.—Send details mileage, tyres, etc. to Box 4797. [9946

PRIVATELY owned Minx.—9, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

TOP price paid for Hillman or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WHY accept less for your Hillman Minx saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

BIRMINGHAM and Midlands.—Low mileage [illegible] modern cars required by George Heath, Ltd., 180, 184 Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0788/R

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C227

LONDON & COUNTIES MOTOR MART Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183 [0676/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripp'eway 1285 [0438/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HOTCHKISS

1938 Hotchkiss 3½-litre saloon, excellent condition; £325.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

£85.—Hotchkiss 3½-litre fixed head 3/4-seater coupe, 1934 model, taxed and good all-round condition, 20 m.p.g.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [9625

1950 (delivered Nov., 1949) Hotchkiss 3½-litre standard saloon, black, grey leather. Cotal gear box, in first-class condition throughout; cost nearly £3,000; excellent value at £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1500 sports, 27,000 miles, extremely fast car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4043

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0370

1952 (model) H.R.G. 1500cc 2-seater, B.R.G., small mileage, excellent condition, £90 worth extras, K-L heater, Marchal fog and driving lamps, etc., £250 worth modifications to suspension, rear box, engine, etc; price £685.—Hamilton, 60, The Grove, Gosforth, Newcastle-on-Tyne. Tel. 54120. [9756

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 16, Berkeley St., W.1. Mayfair 6366.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

MAGNIFICENT 16hp Club coupe, column change; £235.—Value Cars, East Sheen. Prospect 7520. [C4068

£165.—1937 (November) Hudson 22hp black saloon, faultless runner, beautiful hide interior; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors Ltd. [0065/R

HUMBER

BENTALLS, Ltd.

1949 Humber Hawk Mark III saloon, black; £510.—Kingston-on-Thames. Kingston 1001. [9849

CAR MART, Ltd.

1948-49 Humber Pullman limousine, radio, heater; £875.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

TOM GARNER, Ltd., offer:—

'52 Humber Imperial Mark III 7-passenger saloon; £1,195.

'53 Humber Super Snipe Mark IV, black, heater, 6,000 miles (used show purposes only); £1,145.

TOM GARNER, Ltd., 10/12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Humber Hawk saloon, late diplomat's car, chauffeur maintained; £625.

1949 Humber Super Snipe saloon; this week's special bargain; £450.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WARWICK WRIGHT offer:—

1953 Humber Super Snipe Mark IV saloon, gun grey, 8,000 miles, £1,125; another in sapphire blue, similar mileage.

1953 Humber Hawk Mark V saloon, gun grey, 9,000 miles; £835.

1949 Humber Hawk Mark III saloon, black, radio and heater, 26,000 miles; £535.

1952 Humber Super Snipe Mark III saloon, steel grey, heater, 23,000 miles, radio and heater, £750; another in satin bronze, similar mileage.

1952 (September) Humber Hawk Mk. IV saloon, dual grey, radio and heater, 12,000 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Hawk saloon, bronze, red upholstery, heater, recorded mileage 10,550; £775.

836—841, High Rd., N.12. Hillside 5272 (8 lines).

HAROLD SIMONS, Ltd., offer:—

1952 (Sept.) Super Snipe saloon, one owner, 9,000 miles, heater, demister, leather, an excellent car throughout; £775; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

HUMBER

CATTERMOLES (GARAGES) Ltd.

CENTRAL London Rootes Agents, offer:

1951 Humber Hawk saloon blue with fawn interior, immaculate; £595.—79/89, Pentonville Rd., nr. Kings Cross Station. Tel. 1001. [9504

1951 Humber Hawk, heater; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/3676. [C4016

GUY SALMON AUTOMOBILES, offer:—.

1954 (March) Humber Super Snipe saloon, metallic grey/red leather, works' mileage 155 only, as a new car at a saving of £160; £1,235.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Humber Hawk, 8,000 miles, heater; £825.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1016

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Super Snipe, green with beige leather, mileage 35,000; £595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CAMDEN MOTORS offer the following Humbers:—

UNIQUE Super Snipe coupe, understood built to special order, and incorporating Mulliner 7-passenger 4-door drop head body styling on the 27hp Super Snipe chassis, the 4-door body giving rear seat passengers full and unimpaired side vision; first delivered December, 1949, with new-look radiator, built-in head lamps, steering column gear control, sumptuously appointed interior with luxurious leather upholstery to all seats front and rear, widest face forward occasionals and division, polished walnut facia and silvered fittings, high capacity heater in front compartment with twin heaters with variable controls at rear, built-in H.M.V. radio of most expensive type with remote controls, special smoker's companion with electric cigar lighters on both rear arm-rests, special type sun visors and special corner reading lamps in rear compartments with independent control, very efficient intercom with hand microphone and special built-in driver's reception unit, special mention must be made of the hood which is in the latest poly wyanol material, this Humber is indeed fit to please any discerning purchaser and is offered at a fraction of its original enormous cost at only £745.

1950 Humber Super Snipe, not quite unique but still a very scarce model with drop head foursome coupe body by Messrs. Salmons Tickford, one of the few post-war English drop heads which can compare favourably in performance and luxury with the very expensive post-war American models, this car originally cost a fraction under £2,000 and can now be offered at a really competitive price.

1950 Humber Super Snipe saloon in black, privately owned by same wealthy family since new, used for occasional visits to town, chauffeur kept, and fitted H.M.V. radio and built-in heater; £495.

1939 Humber Super Snipe similar to the post-war series, roomy powerful car ideal for fast touring, caravanning or towing trailer, etc.; £195.

CHOICE of 4 other late pre-war Snipes and Super Snipes from £165.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1949 Snipe saloon, black, brown leather, heater, one owner, 19,800 miles; £495.—May, 5242.

1953 Humber Hawk, blue, beige leather; £795.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949 Humber Super Snipe saloon, excellent order throughout, magnificent car, three months' guarantee; £445.

A & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1935-6 Humber 12, one owner car, in original and excellent condition; £125.—13, Rock Rd., Peterborough. [9641

1951 Humber Hawk saloon, very nice condition; £625.—Gordon Wooderson, 46a, Drewstead Rd., S.W.16. Streatham 8639. [C4059

1953 Humber Hawk saloon, gun/grey, windscreen washer, taxed, extremely good condition; £750.—John Trigg, Ltd., Esher 1234.

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [3291

1949 Humber Hawk saloon, one owner, 10,000 miles since engine overhaul; £425.—Davies Motors, Ltd., 273, London Rd., Staines. Staines 4211.

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1951 Humber Hawk, genuine 14,000 miles, above average condition; £625.—6-7, Warren St., W.1. Euston 3266. [C1005

1952 (July) Humber Hawk, one owner, 17,000 miles, superb condition throughout, taxed year; £650.—Carter & Viner Cooden Sea Rd., Bexhill. Tel. Cooden 143. [9402

895gns.—Humber Hawk, 1954, Mark V saloon, black, red leather, heater, one very careful owner, genuine 3,000 miles, practically new; terms; exchanges.—Rowland Smith, below.

525gns.—Humber Hawk, 1951 model, Mark IV saloon, satin bronze, sliding head, red leather, heater, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

245gns.—Humber Snipe, 1939 21hp de luxe saloon, sliding head, leather, I.F.S., excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HUMBER

1950 series Humber Imperial 7-passenger saloon, one owner, nominal mileage, very carefully maintained, fitted heater, radio, etc.; £775.—Rice Bros. (Horsham), Ltd. Tel. 500. [9363

PRIDE & CLARKE, Ltd.—1950 Humber Hawk saloon, green/brown leather; 21,000 miles; radio, heater; £499; three months guarantee; terms, exchanges, lists.—156, Stockwell Rd., S.W.9. Brixton 6251. [C3068

1950 Humber Super Snipe, one owner, black, brown upholstery, immaculate condition throughout; £575; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2085

CAMDEN MOTORS for limousines—the largest selection in the country, over 60 in stock, including many Humber Pullmans—see under "Limousine," classified section, in this issue.—Camden Motors, Leighton Buzzard. [C1035/1

1953 Humber Hawk Mark V, green with heater, H.M.V. Radiosmobile, mileage 16,000, new condition, privately owned; price £795.—E. H. Lord, D. McMaster & Co., Ltd., Mount Bures Works, Bures, Suffolk. Tel. Bures 551-2. [9369

1949 Mk. II Humber Super Snipe, colour black, mileage 80,000, bodywork good, recently fitted with new brakes and front suspension, tyres fair, the property of large engineering company.—Offers invited to Box 4590. [9390

1949 Humber Hawk saloon, colour satin bronze/red leather, sliding roof, H.M.V. radio, heater, 30,000 miles, mechanically excellent, good tyres, in beautiful all-round order; £535.—Gordon White & Co., Ltd., Gerrards Cross 2077/8. [9672

1952 series Humber Hawk saloon, quarts blue with fawn leather upholstery, immaculate condition, genuine mileage 7,700, fitted heater, windscreen washer, chauffeur kept, taxed year; £760.—Cranleigh Motors, Ltd., Cranleigh. Tel. 525. [9868

A & S LIMOUSINES, extensive selection low mileage first class condition Humbers, guarantee certificate, ready service.

£345, privately chauffeured, 24hp, Limousine, partition, forward occasionals, leather throughout, 31,000 miles, 1950-condition, economical.

LIMOUSINES! 1947, mitred edge Pullman, partition, forward occasionals, black meticulously maintained, reasonable mileage, £635. Selection from £485.

LIMOUSINES, privately chauffeured Humbers, 1949/50, partition, forward occasionals, leather, also cloth upholstery, radio, heater, certified mechanically, ready service, keen prices.

7-Passenger 1951 Imperial Saloons, leather upholstery, heater, radio, black, genuine low mileages, selection from-£895.

LIMOUSINES, 1951 Pullmans, leather also cloth, heater, radio, first class condition, from-£945.

1952 Imperial partitioned Limousines, leather throughout, heater, radio, competitive prices. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1008

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ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2251.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—120, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3358.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

E M A Ltd., Grove Rd., Southsea. Portsmouth 2168. [0410/R

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LATE Hawk saloon.—Full particulars to Rogers, 4, Wellesley Ave., W.6. Riv. 2644. [W3054

TOP prices paid for 1950-51-52 Pullman limousines.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER, 1946-48 50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1008

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

ACRES offer:—

1952 model Jaguar Mark VII saloon, grey with grey leather, many extras, 19,000 miles only, indistinguishable from new; £1,095.

1951 Jaguar XK120 roadster, royal blue and silver, 19,000 miles only, fully modified, never raced, as brand new; £995.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

1950 (July) 3½-litre saloon, black, 25,000 miles, as new, £695.—Mansfield Autos, Ltd., Euston 2567. [C3007

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JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
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BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027/R

SLOCOMBES, Ltd.

XK120's, choice of three as follows.
1953 (late) d/h coupe, mileage 4,271, radio and heater, spot lamps and in most pleasing condition throughout; £1,495.
1951 model, special maroon finish open 2-seater, in excellent condition; £795.
1951 model, in blue, original cellulose, which is quite unblemished; £810; A.A. or R.A.C. inspection welcomed on any of the above.
PART exchanges and immediate hire purchase with pleasure.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground station. [C4017

AUTOMOBILIA, Ltd., offer:
1938 3½-litre Jaguar foursome drop head coupe, black with red leather, radio, excellent condition; £295.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

H. BEART & Co., Ltd., offer:—
1947 (June) 1½-litre Jaguar, grey with grey leather, two owners, in excellent condition throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

GLANFIELD LAWRENCE offer:—
1950 Jaguar Mark V saloon, grey with red leather upholstery, radio, heater, 20,000 miles, magnificent throughout, choice of two; £745.—407, High Rd., N.12. Finchley 0091. [C2053

HAROLD SIMONS, Ltd., offer:—
1950 Jaguar Mark V 3½ saloon, black, brown leather, heater, demister, radio; choice 2 from £695.—Below.
1951 Jaguar Mark V 3½ saloon, grey, heater, demister; £795.—Below
1939 series Jaguar 2½ saloon, black; £285; all above cars are spotless in appearance and in excellent mechanical order; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397/401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

ROSE & YOUNG, Ltd., offer:—
1952 XK120, fitted with all modifications, including wire wheels, 9-to-1 compression, magnetos, radio, heater, spot lamp, luggage carrier, etc., exceptionally fast, immaculate condition; £1,065.
1951 XK120, low mileage, fitted heater, winkers, etc., exceptional condition, metallic silver; £855.
1950 Jaguar Mark V 2½-litre saloon, exceptional condition, black; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

MAIDSTONE ENGINEERING Co.
1947 (April) Jaguar 1½-litre special equipment saloon, finished in the original unmarked black with brown leather interior, fitted heater, demister, Ace discs, twin chrome pass lamps, excellent tyres, mechanically in really superb condition throughout; offered at the low figure of £425; terms; exchanges.
CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

WARWICK WRIGHT, Ltd., offer:
1952 (November) Jaguar Mark VII saloon, black 5,000 miles; £1,375.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BRADSTOCK MOTORS, Ltd., offer:—
£865.—1951 Jaguar XK120, finished in most attractive duo-colour, fitted loose covers, heater, washers, rad. blind, indicators, standard model, never raced; an outstanding example of this famous car.
1949 Jaguar Mark V 3½-litre saloon, grey, grey leather, fitted radio, heater, excellent condition; £595.—Chase Rd., Epsom. Tel. 633. [C1080

H. A. SAUNDERS, Ltd. of Worcester
1953 (June) Jaguar Mk. VII saloon, cream with red leather, 11,000 miles only, radio and heater; £1,325.
AUSTIN House, Worcester. Tel. 2368. [C4001

JAGUAR

RICHARDS & CARR always best value.
XK120 l.h.d., 1953, f/h coupe, 9,000 miles; £1,285.
XK120 1951 2-seater, one owner, 9,000 miles; £945.
XK120 1951 2-seater, unmodified, very smart; £825.
35 Kinnerton St., London, S.W.1. Sloane 5494. [C3045

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1953 XK120 drop head coupe, l.h.d., full modifications, wire wheels, total mileage 9,000, cream with red leather; £1,200.
1953 (November) Jaguar Mark VII, black with red leather upholstery, mileage 4,000; £1,350.
1949 Jaguar Mark V, grey with grey leather, radio, etc., mileage 24,000; £700.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

KJ MOTORS, Ltd., main Jaguar agents, offer:—
TWO immaculate Mark VII saloons, which we originally supplied and have always serviced.
1953 Mark VII saloon, pastel blue, blue leather, low mileage, one owner; £1,325.
1952 Mark VII saloon, grey with grey leather, one owner, taxed year; £1,095.
1939 3½-litre coupe, grey, brown leather, recellulosed, reconditioned engine, immaculate condition; £325.—Widmore Rd., Bromley. Ravensbourne 3456. [9843

CAMDEN MOTORS offer the following Jaguars:—
1938 1½-litre 14hp sports saloon, black with beige pigskin upholstery, coachwork now undergoing recellulose in our workshops; £345.
1939 1½-litre 16hp drop head foursome coupe, in metallic bronze with maroon upholstery and hood to match, fitted twin Lucas pass lights, Telecontrol shock absorbers, Fram oil coil, Ace wheel discs; £295.
1947 1½-litre special equipment saloon with full air conditioning, heater, radio and discs, one previous owner, moderate mileage; £435.
1948 1½-litre sports saloon, February delivery, silver-grey with red leather, recent engine overhaul, brakes relined, new tyres and battery; £465.
1939 2½-litre saloon, fitted works reconditioned engine November, 1953, approximately 6,000 miles; £295.
1949 (January registration) 2½-litre sports saloon, bills, service charts, etc., for regular servicing by county Jaguar distributors since new, one of the best post-war models we have handled; £495.
1949-50 Mark V saloon in bronze, fitted Regency tailored seat covers, Panthrower pass lights, built-in heater, etc., one previous owner, 26,000 miles; £595.
1949 3½-litre drop head foursome coupe, immaculately finished silver-grey with grey leather trimming and upholstery, special leather hood, all extras; £495.
1946-8 3½-litre sports saloons, choice of 7 different models from £385.
CAMDEN MOTORS, the Used Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; also open Good Friday and Easter Monday. Write for catalogue. [C1035

BROOKLANDS.—Individuality, new and used cars.
1954 Jaguar XK120 hard-top sports 2-seater.
1951 Jaguar Mark V saloon, heater, radio.
BUY or sell your car with confidence.
103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1950 Jaguar Mark V saloon, black, brown hide interior, fitted radio, heater, etc., one owner, taxed; £680.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631 [C4009

1950 Jaguar 3½-litre, magnificent condition; £755.
1946 Jaguar 1½-litre, an excellent vehicle; £395.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

C-TYPE Jaguar, racing.—Chipstead Motors, see "Racing Car's" column. [C1046

BARTLETT.—Jaguar 1953 (late) XK120 coupe, 5,000 miles; £1,395.
BARTLETT.—Jaguar 1952 XK120, £150 extras; £1,150.—27a, Pembridge Villas, W.11. [C1013

1947 Jaguar 3½-litre saloon, fine condition; £450.—Autowork, Ltd., Winchester. Tel. 4854. [C1010/1

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1947 Jaguar 1½-litre saloon, exceptional condition throughout; £465.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

1953 Mk. VII saloon, grey, one owner, radio, heater and Lifeguard tubes, 16,000 miles; £1,275.—Park 5077. [C3050

1939 Jaguar 3½-litre saloon, magnificent, guaranteed; £185; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4058

495 gns.—Jaguar 1949 3½-litre saloon, sliding head, leather, radio, heater, discs, excellent condition; terms, exchanges.—Rowland Smith, below.
375 gns.—Jaguar (September, 1947) 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.
245 gns.—Jaguar 1939 model 1½-litre foursome drop head coupe, leather, very good condition; terms, exchanges.—Rowland Smith, below.
145 gns.—Jaguar 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-1 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Jaguar Mk. V 3½-litre saloon, black, exceptional condition; £650.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

JAGUAR

1939 1½-litre Jaguar saloon, black, sunshine roof; £200 owner taking delivery new car.—Tel. Chesterfield 4786 evenings, week-ends. [9915

1949 Mark V 3½-litre saloon, grey, grey leather, nominal mileage, excellent condition; £653.—Robbins, East Putney. Tel. 4581. [C3010

1936-7 Jaguar, two owners from new, absolutely immaculate throughout; £195; three months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1939 Jaguar 2½ drop head coupe, radio, guaranteed, £245; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029

1938½ 3½-litre Jaguar saloon, £160 recent overhaul, heater, new tyres; £200 or offer.—Oakfield, Ashley Rd., Hale, Cheshire. [9917

JAGUAR Mark VII saloon, 1952, all extras, superlative condition; £1,150; exchanges considered.—Clinton Garages, 33, The Broadway, Cheam. Vigilant 6500. [9967

1951 Jaguar Mark V 3½-litre saloon de luxe, 22,000 miles only; £825; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6262 (Tube). [C1034

1948 Jaguar 1½-litre S.E. saloon, black, a delightful one owner car; £488.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

JAGUAR 4-door saloon, 1½-litre, heater, very smart app., late 1946, licensed to Dec., small mileage since overhaul by Henlys, any trial; £435.—1, Keswick Ave., Merton Park, S.W.19. Lib 3572. [9870

1939 Jaguar 1½-litre saloon, engine rebored and fitted new bearings, etc., completely recellulosed, guaranteed; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

£1150.—Jaguar 1953 Mark VII, black, brown leather, 20,000 miles, perfect; terms; exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 856. [9857

1951 XK120, grey/red leather, 18,000 miles, superb condition both mechanical and bodywork, very carefully used; £945.—Elborne Bros., Ltd., Lady Margaret Rd., Southall. Wax. 1891/4008. [9897

1946 1½-litre Jaguar 4-door saloon, black, whole car in very good condition; £450.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [9892

1953 Mark VII Jaguar, grey/grey, radio, 14,000 miles, taxed; £1,275.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [9961

1949 Jaguar 3½-litre saloon, silver grey, red leather, Ace discs, excellent condition throughout, £459.—Peter Guest, Ltd., Gaywood, Kings Lynn. Tel. 4129. [C2055

1947 Jaguar 2½-litre saloon, one owner, 10,000 miles since reconditioned engine, immaculate; £425.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

1950 Jaguar 3½-litre Mark V saloon, black with brown leather interior, loose covers, moderate mileage, in very good condition; £650.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [C1075

1948 Jaguar 1½-litre saloon, black with brown leather radio, heater and other extras, in first-class condition throughout, taxed and ready for the road; £495.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

JAGUAR 2½-litre saloon, 1937, black with beige leather, P.100 head lamps, two owners from new; much money has recently been lavished on this car; £205.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 665. [C0261

£525!!!—We guarantee this is the finest Jaguar 3½-litre de luxe saloon on offer; bodywork and chassis as new interior leather spotless, first registered late 1948, scarcely used, speedometer reads 14,000; whole vehicle in magnificent condition.—Below.
£444!!!—1947 Jaguar 1½-litre saloon de luxe, excellent throughout, choice of three; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£1575!!!—1954 XK convertible coupe, in equal to new condition, having been run in very carefully and just had throttle control removed, cost nearly £1,700, reason for sale, family only, an opportunity to buy the finest possible value for money and have immediate delivery; exchange considered.—135, High St. South, East Ham. Grangewood 5654. [C4032

XXX 1948 series Jaguar 3½-litre saloon, a really immaculate example, finished in gunmetal grey with silver wheels and red leather upholstery, delightful performance and altogether a car which must be seen and tried to be appreciated, thoroughly recommended and offered with written guarantee at £485; terms, exchanges.—H. F. Edwards, 200 Great Portland Street, London, W.1. Tel. Langham 0012. [C2005

OFFERS wanted for 1951 Jaguar XK120; this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout; colour mustard and black with upholstery to match, radio, heater, blinkers, twin exhausts, etc., must be seen and tried to be fully appreciated; part exchange enquiries welcome.—G. F. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4469. [C3016

1951 Jaguar XK120, specially finished red and coachbuilders, fitted twin spot lamps, windscreen washers, map light, recently fully modified and now capable of 108 mph in third, 138 mph in top, whole car in excellent and spotless condition having been driven solely by one discerning owner from new and never having been raced, taxed for year; offered at only £885; exchanges welcomed; terms arranged.
R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. S.S. 42028/9. [9865

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices fo. Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD). Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0234/R

SAUL & SLATTER Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 3631-2-3. [W4002/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

BARTLETT will pay more fore good Jaguars.—27A, Pembridge Villas, W.11. Bayswater 0525. [W1013

TOP price paid for Jaguar or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2076. [W3016

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd, Greenford, Middx. Waxlow 2643. [W2057

PERFORMANCE CARS urgently require Jaguars—Great West Rd., Brentford, Middlesex Ealing 8841. [W3041

JAGUAR Mk. V required; good prices paid for clean cars.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [9078

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details please to: Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

Jaguar Spares and Service

HENLY'S, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station Green Lanes, N.13. Palmers Green 3631-2-3 [E4002/R

PEERLESS MOTORS, Ltd, main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 23594. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post. —Wick Autos, Hampton Wick. Kin. 4718. [0820/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4634. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850.

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4752, 4758. [C3066

JENSEN

ACRES offer:

1939 Jensen 3½-litre saloon, silver grey, blue leather upholstery, one owner only since new; £250.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

BROOKLANDS.—Individuality, new and used cars.

NEW Jensen Interceptor for early delivery; particulars available on 541.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts

A SELECTION from our stock:—

1953 Series III Javelin de luxe, turquoise blue, beige hide, 5,000 miles, identical to new, these almost-new latest-type Javelins de luxe are now very rare and difficult to find, price £785; another in black with H.M.V. radio, similar mileage, £775.

1952 Jupiter Mark I, copper, replacement engine; £620.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). Far the largest Jowett agents in the country. [C4049

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

1953 Javelin, 400 miles; £795.

1953 Javelin de luxe saloon, 3,800 miles, turquoise blue, fitted Ace Rimbellishers and loose covers, £775.

1953 Javelin de luxe saloon, 5,000 miles, fitted H.M.V. radio; £775.

1949 Javelin de luxe saloon, choice of two, finished in turquoise blue and fitted modified crankshaft; £450.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 (December) Javelin standard saloon, 400 miles; £795

9 Albemarle St London, W.1. Tel. Grosvenor 5551. [C1018

H. A. SAUNDERS, Ltd., Golders Green offer:—

1954 Jowett Jupiter Mark 1A, ivory; £1,028/4/2.

1949 Jowett Javelin de luxe saloon, reconditioned engine; £445.

1952 (Feb. 2nd) Jowett Javelin standard saloon, one owner, low mileage; heater, highly recommended; £560

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £375.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

1952 Jowett Jupiter 2-seater excellent order; £595.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1 Eus. 6611. [C2025

1952 Jowett Javelin, black, red leather, one owner; £575.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1949 50 Javelin, beautiful condition, any examination; real bargain, £425.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics

GODFREYS, Ltd. 228, 234, London Rd., Croydon. (Croydon 3641-7); 208, Gt. Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2 [0463/R

JOWETT Jupiter 1953 (Nov., 1952) convertible, Connaught green, excellent condition; £595.—Dorking Motor Co., Ltd., Dorking 2256. [C1068

£585.—1952 Jowett Javelin saloon, bronze with red upholstery, fitted Lucas spot lamp in thoroughly good all round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 Javelin, recent £160 overhaul, Series III engine; £495.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1939 coachbuilt station wagon, excellent condition; £145.—Royal Forest Garage, The Jowett Pioneers, Chingford, E.4. Silverthorn 2200. [9681

JAVELIN, 1952, 19,000 miles, Mark III engine at 17,000, Notek fog lights, heater, windscreen washer, dark green; £590; beautiful condition.—Box 4796. [9947

1951 series Jowett Javelin saloon de luxe, one owner, maroon, excellent condition; £515.—R. S. Mead (Sales), Ltd., 43, Queen St., Maidenhead. Tel Maidenhead 3431-2. [C3011

ROSE & YOUNG, Ltd.—1952 Javelin de luxe saloon, exceptional condition bronze; £595.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

1953 Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new; £745; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488 [C3016

TANKARD & SMITH, Ltd., offer 1952 Jowett Javelin standard saloon, Connaught green with beige leather, one owner, exceptional condition; £595; 3 months' written guarantee.—194/198, King's Rd., Chelsea, London, S.W.3. Flaxman 4801. [C4096

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

Jowett Spares and Service

WILLIAM ARNOLD, Ltd.,

JOWETT distributors.

COMPREHENSIVE stock of spares; sales, service.—Upper Brook St., Manchester, 13. Ardwick 4361. [0517/R

BIRMINGHAM agents; large stock of spares.—Frank Mosely (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 94, Eden St., Kin. 2241-2. [E4053/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0006/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

LAGONDA

H. W. MOTORS Ltd., offer:—

1953 (late) Lagonda drop head coupe, finished grey with blue upholstery, fitted radio, Ace embellishers and many other extras; this car has covered only 4,000 miles and is indistinguishable from new; £1,950.

1950 Lagonda drop head coupe, gunmetal grey, red leather, one owner, works maintained; £1,250. —H. W. Motors, Ltd. Walton-on-Thames 2404-5-6. [C2042

BROOKLANDS Lagonda distributors, latest 1954 models on show and for demonstration.

1953 Lagonda, 1954 specification, 3-litre Tickford 4-seater drop head coupe.

1953 Lagonda 2.6 Mark II 4-door saloon.

1953 Lagonda 2.6 Mark I 4-seater coupe.

1952 Lagonda 2.6 Mark I saloon, 13,600 miles, passed by makers.

THE above are guaranteed.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1935 4½-litre sports saloon, grey, red leather.

1938 4½-litre LG6 coupe, independent suspension, now in course of comprehensive workshops check.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1060

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." [3041/R

1952 2½-litre foursome coupe, maroon, beige leather and hood, radio heater 9000 miles; £1,800.—May 3051. [C3030

1949 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [4057

1938 Lagonda V 12 sports saloon, short chassis, wonderful maintenance history, radio; £675. —Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

ROSE & YOUNG, Ltd.—1950 Lagonda saloon, exceptional condition, one owner since new, excellent history at works, taxed; £995.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464 [C3057

RAPIER 10hp fixed head coupe, smart appearance, excellent mechanically, preselector, good tyres, year's insurance; £265.—After 7 p.m., Hill, Bridle Path Stores, Beddington, Surrey, Croydon 1483. [9916

1937 Lagonda 4½-litre pillarless 4-door saloon model LG45, finished bronze, new tyres, radio; this car is very exceptional in that £735 has been spent on overhaul at factory, for which bills are available; must be seen and tried to be fully appreciated; £445.—G. P. Morley 54, Streatham Hill, S.W.2. Tulse Hill 4488 [C3016

Lagonda Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model.

273 London Rd., Staines. Tel. 4211 (5 lines). [S1060

LANCHESTER

CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

TOM GARNER, Ltd., offer:—

'53 Lanchester 14 saloon, blue with leather, 2,000 miles only; £1,155.

TOM GARNER, Ltd., 10/12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), green, beige leather, low mileage; £950.

LANCHESTER 14 saloon (1952), black, brown leather; £875.

LANCHESTER 10 saloon (1947 model), grey, red leather; £575.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

1947 Lanchester 10hp, blue, blue leather, excellent order, recon. engine; £425.—Haskins, Ladbroke 1155. [C3027

OSCAR MOORE offers Lanchester 14, 1937, one owner, in original condition, an absolute beauty; £245; terms and exchanges.—204 Ballards Lane, N.3. Finchley 2920. [9685

1949 Lanchester 10 de luxe saloon, black with brown hide, nearly new tyres, mechanically faultless, taxed; £495; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

125gns.—Lanchester 14, 1938 Roadrider de luxe saloon, sliding head, leather, preselector, i.f.s.; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041 [C4018

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley, N.2 [W4065

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd. Croydon 5775. [0689

LANCIA

MAIDSTONE ENGINEERING Co.

1937-8 Lancia Aprilia saloon, recently fitted works reconditioned engine and only covered small mileage since, recelluiosed gunmetal, interior upholstered throughout in blue leather with carpets to match, fitted new battery, teledraulics, in excellent condition throughout; £325.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C5000

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1936 Augusta open 4-seater, heater, unusually good condition; £235.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1939 Lancia Aprilia, good condition, many extras; £330.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [9611

LANCIA Aprilia 1939 drop head body by Ghia, in excellent condition; £450.—S. & S. Motors, 165a, Westbourne Grove, W.11 Bayswater 1644. [9750

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1952 Lea-Francis 14hp saloon, fine car offered at attractive price of £695.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Lea-Francis utility, maroon with varnished wooden body; £495

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

HAROLD SIMONS, Ltd., offer:—

1949 Lea-Francis 2/4-seater roadster, 22,000, spotlight, good hood and side screens, British racing green, brown leather, 28mpg with a vivid performance; £545; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

MAIDSTONE ENGINEERING Co.

1951 (March) Lea-Francis 14hp Sportsmans streamlined saloon, this is the latest type bodywork and is in really excellent condition, finished in maroon and black with fawn leather upholstery throughout with carpets to match, all of which are literally unmarked, fitted heater and windscreen washer, excellent tyres and new battery, taxed, this is a genuine one owner specimen low mileage car, open to any trial, offered at the low figure of £795; terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C5000

LEA-FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties, offer:—

1951 Lea-Francis 14hp streamline sal., black, beige leather, heater, screenwash, sunroof, one owner, 20,000 miles; guaranteed; £875.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1948 Lea-Francis 14hp black, brown leather, fitted radio, excellent condition; £485.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1951 (September) Lea-Francis 14 saloon, radio, heater, excellent condition; £625.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho). Hil. 1044. [9959

1950 model Lea-Francis utility/van, manufacturer's body, finished in natural wood and maroon, one owner, 27,000 miles, exceptional condition; £475.—Central Motors (Sheffield), Ltd. Tel. 22898 and 23625. [9668

1951 (February) Lea-Francis 14hp 4-door saloon, British Racing green with dark green leather, one owner from new; £575.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9893

Lea-Francis Cars Wanted

B. J. HUNTER Ltd

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CEARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

LIMOUSINES

CAMDEN MOTORS offer the following limousines:—

AUSTIN Iver limousine 18hp full 7-passenger model 1939, genuine one owner car since new, taxed privately, almost entirely original throughout, black with brown leather, exceptional order; £425.

AUSTIN limousines and 7-seater, earlier models, 1937 from £195.

AUSTIN Ranelagh limousine, 1939, very well kept example, carefully driven, widest occasionals, division, good black finish; £545.

AUSTIN Sheerline limousine 1952, one private owner since new, all extras, very low mileage specimen; £1,050.

HUMBER Mark II 1950 model 7-seater, new-look body styling, division, widest occasionals, leather front and rear, radio and heater, special Mulliner bodywork; £745.

HUMBER Mark II Pullman limousine 1949, late registration, privately owned and chauffeur maintained, practically without blemish, moderate total mileage, brand new tyres all round; £795.

HUMBER Pullman 1946/7 limousines—choice of ten models, some with reconditioned engines and leather throughout; from £495.

HUMBER 27hp full 7-passenger model 1937, not in the same immaculate condition as above but a very useful car in neat and tidy order, real leather upholstery front and rear; £295.

ROLLS-ROYCE Windover limousine, 1934, fitted discs and with beautifully appointed interior, excellent coachwork, the whole vehicle in most amazing condition for its year; £245.

ROLLS-ROYCE 20/25 limousine, late registration, 1935, forward occasionals, one private owner last 12 years; £495.

ROLLS-ROYCE limousines— earlier models 20/25, all with forward occasionals 1932/3 from £195.

CHRYSLER 28hp eight-seater 1940, steering column gears, leather throughout, many extras, superb order; £395.

ARMSTRONG SIDDELEY post-war limousines 1951/2, 18hp engine, leather front and rear, full air conditioning, choice of three from £845.

BUICK Pullman limousine, Super Eight model eight-seater, 1937, in really amazing condition, black, coachwork quite immaculate, almost silent engine, giving superb road performance, suit really discriminating purchaser; £295.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041, open till 8 p.m., Mondays to Saturdays, also open Good Friday and Easter Monday Write for catalogue. [C1035

A & S Limousines Specialists: Display Fifty carefully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A & S Offer only selected first class condition Limousines (see Classified advertisements) Armstrong, Austin Twenty, Four Sheerline 7-strs., 1951/2 Hirecars. Twelve post-war Humbers, exceptional selection first class condition privately owned Rolls-Royce, 1939 Deluxe model Packard, 1950 Wolseley, Detailed lists despatched. Competitive prices. Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair-2941. [C1006

1937 Buick, Thrupp and Maberly, 7-passenger limousine very good condition throughout, ideal hire car, £300.—Beardmore, 26, Queensway W.2. Bayswater 0136. [C1015

LINCOLN

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1939 Lincoln-Zephyr saloon with division, fitted heater and radio, one owner, really excellent condition throughout; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

Lincoln-Zephyr Cars Wanted

LINCOLN-ZEPHYR coupe wanted; details; price.—Petersfield Garages, 1357, Stratford Rd., Birmingham. [9907

LLOYD

LLOYD tourer, 1948, 17,000 miles, good running order; £300 or offer.—Box 3690. [9639

MERCEDES

1938 Mercedes 14hp (type 170V), right-hand drive, 2-seater with dickie, recently overhauled, a most attractive car; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

MERCEDES-BENZ

MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:—

1938 Type 230, right-hand steering, black, green leather, in very good condition.—Victoria 8715-6 [C3013

1938 Mercedes-Benz 4-door saloon, model 290, 21hp, black, excellent condition, mileage 42,000, recently overhauled, offers.—Box 4792. [9940

1954 Mercedes-Benz type 170SD diesel saloon, blue, 2,000 miles, seat covers, Ace rim-bellishers, spot lamps, etc., unmarked; well below list.—Welwyn Service Depot, Ltd., Hatfield 2178. [9856

1936 model Mercedes-Benz 500K 2-door fixed head sports saloon, black with brown cloth, 58,450 miles, registered late 1935, this car is in exceptional condition, having completed just under 2,000 miles since completely reconditioned and overhauled by Mercedes-Benz (Great Britain), Ltd.; price required, £495 o.n.o.—Hoffmanns of Leicester, Ltd., Daimler House, 31, London Rd., Leicester. Tel. 65751/5. [9923

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel Ealing 4506-9. [0748/R

1947 Mercury 69M L.H.D., fitted radio and heater, genuine 23 m.p.g., reconditioned engine, good tyres, clean, attractive coachwork, in blue/grey; £465.—Wardown Garage, Ltd., New Bedford Rd., Luton 2111. [9677

M.G.

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 M.G. model T.D. sports, colour black, leather upholstery, seat covers and extras, 18,000 miles, one owner, immaculate car; £600.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

1954

MG Magnette saloon.

THE latest model in black with green leather; registered and delivered to owner, but completely unused and untouched since then; an opportunity to acquire one of the rarest cars in the country; price £1,055.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

CAR MART, Ltd.

1953 M.G. T.D. 2-seater Midget; £635.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 M.G. T.C. roadster, a very attractive specimen in superb mechanical order, recent complete overhaul; choice of 8 others; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GATEHOUSE offer:—

1951 M.G. 1½-litre saloon, maroon and red, one owner, 13,000 miles, as new; £695.—Gatehouse Motors Ltd., Highgate Village London, N.6. Tel Mountview 4444. [C2021

ELITE MOTORS offer:—

1947 M.G. T.C. sports 2-seater, choice of 2 models, one black, the other grey; £385.

1949 M.G. T.C. sports, 2-seater, black/red upholstery, low mileage, new hood, spotless condition; £465.

ELITE MOTORS, 951-956 Garratt Lane, Tooting Broadway. Tel. Balham 2474. [C2005

B. J. HUNTER, Ltd., offer:—

1953 M.G. T.D. 2-seater, one owner, faultless condition; £625.

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

MAIDSTONE ENGINEERING Co.

1949 M.G model T.C. 2-seater roadster, just recellulosed in most immaculate cream and black, this car has only covered 22,000 miles from new and the mechanical condition is far above average, fitted two new tyres and new 12-volt battery, a most excellent example; £425; terms; exchanges.—CROSS St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

CHARLES RICKARDS, Ltd., offer:—

1953 (March) M.G. T.D. 2-seater, finished grey with red leather, total mileage since new 5,900, faultlessly maintained by one careful owner, taxed for year; £635.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn. 5 mins. from Marble Arch). Pad. 1820. [C3050

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 M.G. 1½-litre saloon, green, very good condition; £525.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

GUY SALMON AUTOMOBILES, offer:—

1954 M.G. T F. sports 2-seater, works mileage 200 only, red/beige; £810.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black, fitted oversize wheels all round, many extras; £365.

1946 M.G. T.C., black and green, special body; £355.

1939 M.G. T.A., 2 owners from new, perfect specimen; £295.

1939 M.G. 12hp Magnette pillarless saloon; £165.

1935 M.G. Magnette 4-seater; £145.

1933 J.2 M.G., red, excellent condition; £145.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3056

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1949 (Oct.) M.G. 1½-litre saloon, black with beige interior, low mileage, a fine example of this rare model; £545.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

JACK ROSE, Ltd. (M.G. agents and stockists), offer:

1953 M.G. T.D., in cream with green hide, one-owner car, 3,000-odd miles, in new condition throughout; £650.

1951 (October) M.G. T.D., in black with green hide, low mileage, fitted detachable hard top, radio and many other extras, enthusiast's car; £585.

1952 M.G. 1¼ saloon, fawn, one owner, very clean; £695.

1949 M.G. 1¼ saloon, duo green, open to any examination; £545.—Stafford Rd., Wallington, Surrey. Wallington 0877. [C3056

1953 M.G. T.D., 7,000 miles only, red, red leather, one owner; £645.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

1952 M.G. T.D. sports, black, red leather, loose covers, one owner, little used; £545.

DOUGLAS CAR SALES, 906/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

T.C., Oct., '47, heater, many extras, excellent condition.—1, Bowers Ave., Nottingham 63152. [9698

1951 M.G. 1¼ saloon, maroon, radio, heater, like new; £675.—New Cross 1338. [8750

PERFORMANCE CARS.—For this week's selection see our display advert. on page 43. [C3041

T.B., Tickford, Coupe 1¼, 1939, lovely condition; £285 or near.—67, Bath Rd., Thatcham, Berks. [9943

1¼-litre saloon, Sept. 1947; £410; exchanges.—Candor Motors, Maldon Rd., Colchester. [9878

M.G. sports, excel condition; £98.—Flat 3, Firbank Sylvan Hall, Bromley Rd., Brighton. [9905

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0062/R

UNIVERSITY MOTORS, Ltd. guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0396/R

1938 M.G. 1½ tourer, 4-seater, 2 owners, perfect condition, only £270 for quick sale.—Grimsdyke 3126. [9909

M.G. PB 4-seater, reconditioned engine, new hood, sound throughout, swop 2-seater. £195.—Horley 227 evenings. [9765

1952 M.G. T.D. 2-seater, dual green, 21,000 miles extras, perfect condition; £565.—Sargent & Collens, Bromley, Kent. Imperial 2242. [9896

M.G. (T.A.), £150 overhaul during 1953 (new engine, axle, etc.), many extras; £250 o.n.o.—Woldingham 2338 or Clerkenwell 2602. [9712

M.G. 1952 T.D., one owner, stage II tuned, black, beige leather, carefully handled, spotless; £565.—Hillwood Motors, Mill Hill 4232. [9796

1938 T.A. M.G., cream, red upholstery, superb condition, recent new engine; £270.—Barton, "Chevening," Whitstable Rd., Blean, Canterbury. [9928

M.G. 1¼-litre (Oct., 1950) bronze saloon, new tyres and battery, many extras; £535 or nearest.—Barnes, 241, Streetsbrook Rd., Solihull, Warwicks. [9771

1951 M.G. 1¼ saloon, black, red leather, moderate mileage, immaculate; £645.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1938 T.A., 35 mpg, 80 mph, 60 third, luggage grid, Windtones, new shockers, steering box, batteries, carburettors, spotlight, unworn tyres; £265.—90, Tattenham Way, Burgh Heath, Surrey. [9810

M.G.

1953 (May) M.G., T.D. 2-str., green-beige, 6,400 miles, grid, indistinguishable from new; £615.—Leavers, Ltd., M.G. Dealers, Henley-on-Thames. Tel. 198. [9647

T.D., Oct., '51, one owner, works reconditioned engine, gear box, new shock absorbers, brakes, etc., green and beige, perfect condition, £40 extras, taxed year; £525.—Westwood, Mead Croft, Norton, Stourbridge 5578. [9644

1947 M.G. T.C., black, well tyred, smart, sound car, deliver anywhere in Great Britain; £375.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9471

575 gns.—M.G. Midget, 1952 11hp T.D, 2-seater, British racin, green, fawn leather, heater, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below:—

365 gns.—M.G. Midget, 1947 11hp T.C. 2-seater, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget late 1954 8hp P, 2-seater, maroon, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—M.G. Midget, 1954 8hp P Airline coupe, sliding head, leather, telecontrols, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROSE & YOUNG, Ltd.—1952 M.G. T.D., low mileage, fitted several extras, immaculate condition, British racing green; £535.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464.

MAYFAIR GARAGES, Ltd., 1947 T.C. sports 2-seater, black beige leather, carefully maintained, very smart car with excellent performance, guaranteed; £385.—Balderton St. (opp. Selfridges clock). Mayfair, W.1 Mayfair 3104-5. [C3009

£245!!!—M.G. 2-litre sports saloon, magnificent chassis, speedometer reads 22,000, whole vehicle in small-mileage condition and irreplaceable; bargain; choice also two others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1946 M.G. T.C. sports 2-seater, black with red leather, works recon. engine, twin tones, dual spots and many extras, nearly new tyres, a super car in every way, £365; terms can be arranged.—Prospect 4424. Evenings 2173. [9800

£395—1948 M.G. TC, red, absolutely unmarked, mechanically perfect, as new throughout; terms, exchanges; motor cycles taken in part exchange.—Clubman Autos, Ltd., 136/142, Tooting High St., Tooting, S.W.17. Balham 3484. [9954

1948 Lester M.G., compression ratio, dual ignition, Scintilla Mag., new pinion, crown wheel and half shaft fitted, brakes just relined, engine overhauled 600 miles ago, twin carb., straight through exhaust, aluminium body, finished in light green; price £265.

HAMILTON MOTORS (BIRKENHEAD, CHESHIRE), Ltd., 46-48, Hamilton St., Birkenhead. Tel. Birkenhead 4060, 1493/1494. [9751

£375 1947, T.C., genuine showroom condition, black, red leather, overhauled last year, oversize rear tyres, 2 spares, several extras, fastidiously maintained by owner, Director of Surbiton Engineering Co., Engine Specialists.—Alpha Rd., Surbiton, Surrey, Elmbridge 9492. [9935

1954 M.G. 1,500cc series ZA Magnette saloon, ohv engine with twin carbs., producing 60 bhp, mono-construction rust-proofed aerodynamic coachwork, specification includes twin fog lamps, Trico screen washer, and heating/ventilating/demisting equipment, new and unused car, delivery mileage only; £1,000 o.n.o.—Grosvenor 2133. Box 4732. [9724

XXX 1952 (May) M.G. 1¼-litre saloon, this most carefully used and immaculate one-owner car is finished in maroon and chromium with fawn leather upholstery, very fully equipped, sliding roof, adjustable steering column, etc., it has a delightful performance and is a quite unmarked example of this scarce and much sought after model; written guarantee; £695; terms; exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good M.G. saloons.—27A, Pembridge Villas, W.11. Bayswater 0523. [W1013

MAYFAIR GARAGES, Ltd., top cash prices for M.G.'s—Balderton St., W.1. Mayfair 3104. [0696/R

1949 T.C. wanted, excellent condition, reasonable, immediate, cash price.—Hen. 9802/Col. 7542. [9709

RICHARDS & CARR buy low mileage M.G.s.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

POST-WAR M.G.s T types required.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7014

PERFORMANCE CARS urgently require M.G.s.—Great West Rd. Brentford, Middlesex. Ealing 8841. [W3041

C.M.K. MOTORS require M.G.s. particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

URGENTLY required, 1947-53 M.G. 1¼ saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please to: 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

M.G. Cars Wanted

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

M.G. Spares and Service

TOULMIN MOTORS.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service, dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 543, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

W. JACOBS & SON.

WE specialize in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II, Laystall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. [S1071

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0435/R

Morgan Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Ct. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialists, 1a, South Ealing Rd. Ealing W.5. Ealing 0570 [0728/R

MORRIS MINOR

ROUNDABOUT offer:—

1950 Morris Minor saloon, 13,000 miles only, one very careful owner; £450.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

AUTOMOBILIA, Ltd., offer:—

1950 (Nov., 1949) Morris Minor foursome convertible coupe, colour grey, beige interior, many extras including heater, screen washers, special alloy head, plastic hood, exceptional condition; £425.—Automobilia, Ltd., Pipbrook Garage, Dorking 4504, 3891. [C1089

C.M.I. CAR SALES (Pri. 6623) offer:—

1951 Morris Minor 2-door saloon, blue, exceptional condition; £450.

1950 Morris Minor 2-door saloon, green, very nice condition; £425.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

ACLAND & TABOR, Ltd., Welwyn By-Pass, Welwyn 481/2/3, offer:—

1950 Morris Minor tourer, 2-door, finished black, seat covers, car recently thoroughly overhauled; £385. [C1001

1954 Morris Minor 2-door saloon, works mileage only; best offer.—Box 4707. [9695

1952 Morris Minor 2-door saloon, grey; £515.—Below.

1951 Morris Minor saloon, grey, radio; £430.

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2312. [C4019

TWIN carburettor, high compression, high axle ratio, 75 m.p.h., 45 m.p.g converted Morris Minors.

1953, black, red interior, 4-door saloon, choice of two, complete with conversion; £635.

1953 grey, red interior, 2-door saloon, radio, demisters, twin horns, very low mileage; £625.

ALEXANDER ENGINEERING Co. Ltd., Haddenham, Bucks. Tel 345. [9108

1949 (July) Morris Minor 2-door saloon, total mileage 27,000, excellent order throughout; £430.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill, N 8. Mountview 4401. [C2056

1952 (August) Morris Minor saloon, one owner; £485.—Dobsons, Ltd. (Morris Agents), Staines 801. [C1074

1951 Minor tourer, 24,000 miles, black, immaculate, many extras, taxed; £425.—5, Regent St., Watford. [C811

1952 Morris Minor 2-door saloon, black/red upholstery, carrying "same as maker's guarantee"; £485; terms; exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1/3, Dorking Rd., Epsom 3901. [9836

1954 (April) Minor 4-door saloon, black with red works mileage, as new; £650.—Robbins, East Putney. Tel. 4581. [C3010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1951 Minor convertible, excellent condition, black, red leather; £450.—Martin, 93, Stanhope Grove, Beckenham, Kent. [9807

SALOON, green, Nov. 1950, one owner, 23,000, excellent condition; £430, taxed December.—Tel. Tilbury 3669. [9925

1953 Morris Minor convertible, one owner, heater, low mileage; £495.—Richards & Carr, 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1950 Morris Minor tourer, maroon, 27,000 miles, good condition; £425.—Nunn, 68, Wrottesley Rd., Tettenhall, Staffs. Tel. Wolverhampton 51193. [9657

£395.—1949 Morris Minor tourer in exceptionally good condition throughout.—Birkett Motors, Ltd., 121, Barking Rd., East Ham, Grangewood 4314. [9890

1953 Morris Minor, low mileage, colour green, ovh engine; price £565.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

£465.—1950 Morris Minor saloon, beige, recorded mileage, 20,000; fitted fogiamp; in excellent condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

465 gns.—Morris Minor, 1952 tourer, pastel green, fawn upholstery, one owner, small mileage, exceptional; terms; exchanges.—Rowland Smith, below.

415 gns.—Morris Minor, late 1949 saloon, maroon, carefully used; terms; exchanges.—Rowland Smith, below.

375 gns.—Morris Minor, October, 1949, tourer, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 model Morris Minor 4-door saloon, 3,000 miles only, fitted heater, taxed end year, colour black, as new; £625.—Station Garage Bush Hill Park, Enfield. [9875

1954 Morris Minor traveller's car, de luxe model, negligible mileage, Clarendon grey/red; £695.—Ralls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [9960

2,000 miles only, 1953 (Nov.) Morris Minor 4-door saloon; £645.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

1951 Morris Minor convertible, green, glass windows, radio, Ace Rimbellishers, Windtones, loose covers, spare unused, really perfect; £425; positively no offers.—Rowland, 31, Hillingdon Hill, Uxbridge. [9694

XXX Really exceptional 1952 (March) Morris Minor convertible, glass windows, grey with beige upholstery, a quite unmarked low-mileage car, must be seen to be appreciated; written guarantee; £475; terms; exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012.

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloon, birch grey/red, black/red, 7,000 miles, choice of two, £529; 1952, grey/beige (heater), green/beige, choice two, £499; 1951, green/beige, black/beige, choice two from £429; 1950, beige/beige, green/beige, black/beige, choice three from £419; 1953 convertible, Clarendon grey/red, 16,000 miles, one owner, £519; 1952, grey/beige (heater), grey/red, grey/beige, choice three from £449; 1951, green/beige, choice two from £399; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045

CASH waiting for low mileage 1953 or 54 saloons; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks Tel 345 [8031

1953, 1954, new or small mileage 2- or 4-door saloons urgently wanted, cash paid on sight.—61, Park Ave., Seaburn Sunderland Collected anywhere. [9961

MORRIS EIGHT

SLOCOMBES, Ltd.

SERIES E, choice of two saloons, £245 and £265, both in nice order and appearance.

EXCHANGE cars or motor cycles; terms and A.A. or R.A.C. inspection welcomed.—Slocombes, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. 2 minutes Dollis Hill Underground station. [C4017

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Morris 8 saloon, recently fitted new engine, immaculate condition throughout; £355.—Watford Way Hendon Central N.W.4. Tel. Hendon 8084-5. [C2034

S.G.A. MOTORS who deal exclusively in Morris 8s, offer:—

1939 series E 4-door de luxe saloon, superb condition £265

1939 series E 4-seater tourer, choice of three, outstanding condition; £225.

1938 2-door de luxe saloon, choice of 4, all perfect condition £145

1937 2-door de luxe saloon choice of 2; £165.

EVERY car is thoroughly checked in our workshop, E and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube) Western 3208. [C4063

1939 Series E de luxe saloon, very good condition; £225.—For. 5911 [9764

1937 Morris Shp 2-door saloon, new recon. engine, Cibie and Marchal lamps; £175.—Tel. Cambray, Beckenham 3051 [9976

MORRIS EIGHT

365 gns.—Morris 8, 1948 4-door saloon, leather, carefully used; terms; exchanges.—Rowland Smith, below.

195 gns.—Morris 8, 1938 de luxe saloon, maroon and black, sliding head, maroon leather, very good condition; terms; exchanges.—Rowland Smith, below.

95 gns.—Morris 8, 1935 saloon, black, green leather, outside luggage boot; choice of 6 Morris 8s; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Morris 8 saloon, spot lamp, demister, good tyres; £190.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

£145.—1938 Morris 8 4-seater tourer, exceptionally good condition.—Birkett Motors, Ltd., 121, Barking Rd., East Ham. Grangewood 4314. [9889

1946 Morris 8 series E 2-door saloons, reconditioned engines, excellent choice of three; from £298.—Below.

1947 model Morris 8 series E 2-door saloons, reconditioned engines, choice of two; from £315.—Below.

1948 Morris 8 series E 4-door saloon, black, brown leather, one owner, exceptional; £345.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

£155.—1936 Morris 8 de luxe saloon, recon. engine, bills available; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARCHIE SIMONS & Co., Ltd.—1939 Morris 8, series E saloon, reconditioned engine recently fitted, stored during war, excellent condition; £250.—94, Gt. Portland St., W.1. Lan. 1343.

1938 model Morris 8 two-door saloon, total mileage since new under 34,000, guaranteed by its one previous owner, a specimen car in magnificent condition; £198, taxed current quarter.—Hen. 8902/Col. 7542. [9706

ROYS offer 1940 Morris 8 open 4-seater series E, fitted with many extras, recon. engine and fully equipped, £235; also 1937, really exceptional, £155; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS TEN

1936 Morris 10 coupe; £135.

1939 Morris 10, choice of 2; £255; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

ENGINES RECONDITIONED, Ltd., offer:—

1939 Morris 10, series M, black, brown leather, excellent condition; £225.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

1948 Morris 10 saloon, green; £395.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

345 gns.—Morris 10, 1948 de luxe saloon, sliding head, leather, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS TWELVE

1939 Morris 12 saloon, very nice order; £215.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

MORRIS OXFORD

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1954 (Jan.) Morris Oxford saloon, grey with red upholstery, fitted heater, Ace Rimbellishers, oil coil, etc., 2,700 miles only, virtually a brand new car; £695.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1951 Morris Oxford, heater, perfect; £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1953 (October) Oxford, green, heater, extras, as new; £700 o.n.o.—Barnet 5459. [9952

1953 Morris Oxford saloon, grey, 3,000 miles, as new; £660.—Sanders & Sons, Hitchin. Tel 691. [9752

1950 Morris Oxford saloon, maroon; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1954 Oxford de luxe, loose covers and other extras 900 miles; £735.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1950 Morris Oxford 4-door saloon, beige, a very good car; £485.—Starges Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [9694

1953 Morris Oxford saloon, radio, heater, guaranteed; £595, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

1954 brand new Oxford saloons, immediate delivery from stock; choice of colours; price £755/7/6 ex works.—Roker Park Garages, Roker Baths Rd., Sunderland. Tel 4996. [9433

465 gns.—Morris Oxford, 1951 saloon, leather, one owner, very good condition; choice of 3 Oxfords; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloon, black/red, 5,000 miles, heater, one owner, £649; 1950, green/green, grey/brown, black/brown (heater), choice 5 from £439; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Oxford Cars Wanted

GOOD Oxford wanted; immediate cash.—Lib. Vig. 8978 [1604 or W3048

UP to £420 awaits Oxford, low mileage, etc.—Details to Box 4795. [9944

TOP price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS SIX

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1950 (November) Morris Six saloon, in extremely immaculate condition throughout, finished pale blue with upholstery to match, push-button radio, heater, mechanically perfect, genuine low mileage, 499gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards) [C4047

NEWNHAMS, Ltd.

1950 Morris Six saloon, one owner, excellent condition; £455.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

COACHCRAFT offer:—

£425 o.n.o.—1950 Morris Six saloon, 26,000 miles and in outstanding condition; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Morris Six, one owner; £450.

MARLBOROUGH Works Kenton. Tel. Wordsworth 7805 (8 lines) [C1008

1950 Morris Six saloon, 24,000 miles, one owner, excellent; £450.—Tickford, Ltd., Tem. Bar 3338. [C4029

MORRIS Six 1950, radio and heater, beautifully kept and mechanically A1; £475.—Hillwood Motors, Mill Hill 4232. [9791

MORRIS Six 1950, one owner, most immaculate condition and many extras; no dealers.—A. Eisen, 72, Cornwall Rd., Harrogate. Tel. 5593. [9739

1951 Morris Six saloon, grey with beige leather, heater, exceptional car in beautiful condition; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

645 gns.—Morris Six, 1953 model saloon, birch grey, red leather, heater, one owner, almost new condition, cost over £1,000; terms; exchanges.—Rowland Smith, below.

395 gns.—Morris Six, November, 1948, saloon, leather, radio, heater, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

XXX 1950 Morris Six saloon, a really beautifully maintained example, finished black and chromium with brown leather, thoroughly recommended, written guarantee; £445, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS 6 or 10hp cars wanted.—6, Redmarton Mews W.1. [W2064

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0096/R

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011. [0717/R

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin 2241-2. [S4055/R

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1952 [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-4. [0917/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

NASH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

OLDSMOBILE

CAR MART, Ltd.

1947 Oldsmobile 27hp saloon; £675.—Car Mart, Ltd., 332, Streatham High Rd., S.W.16. Streatham 0054. [C1039

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars." [C4015

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1 [0217/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OLDSMOBILE

98 Oldsmobile Rocket convertible, power top, electrically operated windows and seats, radio, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St. W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove). W.11 (Bayswater 8626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars

LEX GARAGES Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr Lingfield, Surrey Tel. 350-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3366/4344. [0536/R

125 gns.—Opel Cadet, 1937 saloon, maroon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R

PACKARD

LEONARD WILLIAMS & Co., Ltd.,

PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d. Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 5,000 miles only, one owner; £2,795.—Leonard Williams, below.

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only, unregistered, price £2,950.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [6990

1951 Packard, hydromatic, radio and heater, 15,000 miles, black.

1953 Packard Clipper, 3,000 miles, 4-door saloon, radio and heater, dark blue.

1939 Packard 6-cylinder, black, £350; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4853. [C4028

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1938 Packard saloon, six cylinder, 30hp, in exceptional condition; £250, exchange considered.—Kingston Garage, Anlaby, nr. Hull [9869

1936 Packard Club sedan, complete engine overhaul, rewired, new tyres, 1953 order; £270 or near.—Crockford Bridge Garage, Weybridge 616. [9758

FIRST registered November, 1935, Packard limousine, face forward occasionals, exceptionally well maintained and in very excellent condition throughout; £285.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. [C3043

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1939 Packard Super 8 saloon, maintained by Packard Concessionaires; 1936 Packard Super 8 saloon, one private owner only since new, maintained by Packard Concessionaires.—5-7, Warren St., W.1. Euston 3268. [C1005

8-PASSENGER, 1947, Clipper Saloon, widest forward occasionals, lavishly equipped, reasonable mileage, capacious boot, ideal continental touring. £785.

LIMOUSINE, 1939, (Deluxe £1395 model), Super-32hp, black, forward occasionals, immaculate condition carriage. £495. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY) Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95 Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PANHARD

DYNAS serviced, bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0015

PLYMOUTH

1950 Plymouth, very fine specimen; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

PONTIAC

METCALFE & MUNDY, Ltd.

PONTIAC, November, 1950, special convertible, one owner, immaculate green cellulose, power operated hood, new tyres and hood, heater, radio, nominal mileage, loose covers from new; this car looks and runs as if it has just left the factory.—280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.P.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

CHIPSTEAD MOTORS, Ltd., offer:—

C-TYPE racing Jaguar 1953, mileage approximately 4,000, many firsts last year, rebuilt and all ready for season, immaculate condition, blue and silver.

C-TYPE as above, late 1953 ex Stewart Ecurie Ecosse, many special modifications, specially prepared for Argentine and unused, one of the most successful C types in existence, capable of 160 mph, ready for season, blue and silver.

FRAZER NASH Le Mans Replica 1950-1, mileage approximately 6,000, fully road equipped and ready for season's racing, late property of prominent driver.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154 [C1076

COOPER'S GARAGE (SURBITON) Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

PERFORMANCE CARS racing section.—Lotus 1953 Ford-engined competition 2-seater, £525; Arnott Mark I Formula III single-seater, less engine, £165; B.M.W. Veritas comp. 2-seater, 1949, £575; Cooper Les-Francis 1,500cc comp. 2-seater, 1953, £995; Aston Martin ex-Horsfall 2-litre Speedmodel, £595; Frazer Nash Mille Miglia, 1952, £1,850. See also under "Sports Cars."—Great West Rd., Brentford, Middx. Ealing 3841. [C3041

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—

1937 Railton tourer, also selection of coupes and saloons; spares, reconditioned engines.—Tate Gallery 0192, Vandyke 5181 [0353/R

1937 Railton d.h. coupe, 30hp, excellent condition; nearest £300.—Upton Arms Hotel, Upton, nr. Pontefract. [9571

£265—1937 8-cylinder foursome drop head coupe, new hood (Vyanide), new battery, good tyres, etc., wonderful performance, P.100 head lamps.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

RAILTON drop head coupe 1938 8-cylinder, grey with maroon plastic hood, heater, several extras, excellent tyres, only 2 owners, a very attractive car; £295.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2073

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1954 (March) Renault Fregate, 400 miles only, 4-door, 6-seater saloon, independently sprung on all 4 wheels, overdrive giving over 80 miles per hour and 30 miles to the gallon, right-hand steering, screen washers, twin spotlamps, heater, finished black and grey, white wall tyres; a unique opportunity to obtain one of these superb motor cars under list price; offers invited. [C1001

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—

750 saloons de luxe, choice of 4, 1953 and 1954; from £495. [C4070

TO clear! 1939 12 drop head, £85; and 1934 12 saloon, £65.—A.E Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1950 Renault 760 saloon, metallic grey, 10,000 miles only; £460.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4005

1952-3 Renault 750cc de luxe saloon, metallic blue, two tone, blue leather, mileage 3,000, cost £750; accept £495.—"Carabbee," Kingston-Bay Rd., Shoreham Sussex. Tel. 3531. [9885

CASS'S MOTOR MART.—1952 Renault 750cc de luxe saloon, blue, genuine 8,000 miles; £495; written guarantee; terms and exchanges.—5 Warren St., W.1. Euston 3523 [C1040

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults.—55, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

HAROLD SIMONS, Ltd., offer:—

1946 Riley 1½ saloon, black, red leather, twin spotlights, very good appearance and mechanical condition; £495.—Below.

1948 (November) Riley 1½ saloon, heater, twin spotlights, immaculate appearance, first-class engine; £625; trade enquiries welcomed; 3 months' written guarantee; free service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley N.2 (at North Circular Cross Rd. 5 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

H. BEART & Co., Ltd., offer:—

1952 Riley 1½-litre saloon, black with red upholstery throughout and carpets to match, all equal to new, excellent tyres, the property one fastidious owner, and like brand new throughout; this car has to be seen to be appreciated; £575.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

MAIDSTONE ENGINEERING Co.

1947 Riley 1½-litre saloon, finished in the original grey, the property one fastidious owner, and unmarked black with red leather upholstery throughout and carpets to match, all equal to new, excellent tyres, recently had complete engine overhaul, taxed for the year, this car has been regularly maintained and is in really excellent condition throughout and far above average for a 1947 model; £475.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

GUY SALMON AUTOMOBILES offer:—

1954 Riley 1½-litre saloon, 700 miles, black and olive green lower half, beige upholstery; £1,135.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

THE RILEY CENTRE (GORDON & GLYNN).

ENGLAND'S largest dealers specialising exclusively in Rileys, offer the following selection from stock:—

£275—1957 Kestrel 1½-litre sports saloon, special series, two owners since new, excellent maintenance history, smart and sound coachwork, in two-tone grey.

£275—1936 Kestrel 1½-litre sports saloon, special series engine; bill's show that much money and loving care has been lavished on this elegant car.

£195—1936 Adelphi saloon, a most handsome and economical family car with excellent performance.

£195—1935 Falcon 1½-litre sports saloon, in great fettle throughout, recellulosed, etc.

£195—1934 Lynx 9hp 4-seater sports tourer, a really splendid example in every way, good weather equipment, Windtones, etc.

£145—1934 Lincock 9hp 2/4-seater sports coupe with sun roof, a grand little car.

£135—1934 Monaco 9hp saloon, lovely runner and really upright, preselector.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked, backed by our three months' specialists guarantee and full after-sales service; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4436. [C4069

CAMDEN MOTORS offer the following Rileys:—

1949 1½-litre saloon in maroon, two owners, maintained by main Nuffield distributors, moderate mileage, recommended and guaranteed in writing; £595.

1946 1½-litre saloon, fitted radio and reconditioned engine last autumn; £485.

1947 2½-litre saloon in dark green, late 1946 delivery, recellulosed and overhauled last month, smart, serviceable car, good performance; £495.

1938-9 2½-litre touring saloon, thoroughly overhauled mechanically, engine, gear box and overdrive all in first-class order, good tyres and attractive dove-grey coachwork; £295.

1939 1½-litre saloon, similar type engine to post-war series, full de luxe 4-door model; £245.

1937 1½-litre Kestrel saloon, an exceptional specimen on which both engine and gear box have been fully reconditioned and the car not used since overhauled, excellent bodywork entirely in keeping with the mechanical order, this car looks and runs as well as any post-war model; £295; choice of several earlier models.—See Clearance Bargains full page advert. this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; also open Good Friday and Easter Monday. Write for catalogue. [C1035

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/green, heater; £1,205/5/10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

RONALD KENT (COACHBUILDERS), Ltd., offer:—

1952 2½-litre low mileage Silver Streak Riley, many extras, heater and wireless, specially tuned engine, exceptional condition throughout, immaculate appearance assured; £975.—Coal Wharf Rd., W.12. She 2251. [6549

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1954 (new) 1½-litre; see special announcement under "New Cars."

1953 (registered November, 1952) 2½-litre saloon, Silver Streak, green, 18,000 miles; £975.

1952 (February) 2½-litre, black, green leather, H.M.V. radio, extension speaker; £895.

1952 (April) 1½-litre saloon, black brown, heater, 12,000 miles, one owner; £925.

1951 (April) 2½-litre saloon, black, red leather, radio, 36,000 miles; £795.

49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

£275—1940 Riley 1½-litre, Nuffield saloon, black, sound throughout.—Box 4790. [9958

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

PERFORMANCE CARS.—For this week's selection see our display advt. on page 45. [C3041

RILEY 1936 15hp Kestrel, good running order; £125.—Coles, 16, Gloucester Walk, W.8. [9742

1948 Riley 2½-litre saloon, immaculate condition, bargain, quick sale; £475.—Beckenham 6977. [9934

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston. Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

1949 2½-litre Riley, black/maroon, red leather, nominal mileage and in first-class condition; £465, bargain.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1953 (July) 2½-litre, genuine mileage 9,000, black, green leather, radio and heater, taxed December, immaculate throughout; £1,025.—Tel. Walsall 4972. [9643

MAYFAIR COUNTRY CARS.—1949 Riley 1½-litre saloon, superb condition; £595; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

1952 (June) 2½-litre Riley saloon, black, heater, 21,000 miles, immaculate condition; £925.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho.) HI 1044. [9956

1953 (June) Riley 2½-litre saloon, heater, etc., 2,700 miles only, positively as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6 [C2028

£550—1948 1½-ltr. Riley, green, beige upholstery, carefully maintained, coachwork unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

RILEY 2½-litre estate, December 1948, timbered body, 3 doors, fastidiously maintained by Riley enthusiast; £425; exchange, hire purchase.—B. & H. Motors, 1468, High Rd., Whetstone, N.20. Hillside 6671. [C1020

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

JUNE, 1951, 2½-litre Riley car, green, fitted heater, exceptional car in perfect condition throughout, low mileage 28,000, one owner, carefully maintained since new; offers over £850.—J. Mackay, Glenburn, Kinnairdie Ave., Dingwall. [9926

245 gns.—Riley 1938 model 1½-litre Falcon saloon, sliding head, leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

RILEY 1949 2½-litre sports saloon, in excellent condition throughout, original black finish, 5 excellent tyres, almost new Exide battery, H.M.V. radio, Clayton-Dewandre heater, Lucas spotlamp and flame thrower windscreen washer, etc., very carefully and regularly service since new and open to A.A. or R.A.C. inspection, taxed to 31.12.54; £575.—Pepper & Haywood, Ltd., Melbourn St., Royston, Herts. Royston 2351/2. [9765

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

1938 or later Riley 9, similar, wanted privately, perfect condition.—Box 4692. [9654

CAREFULLY used late post-war Riley wanted, original owner only.—Hen. 8902/Col. 7542. [9708

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

POST-WAR Rileys wanted.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [9401

1934 to 1936 Kestrel 9 or 12/9; repairs not objected to if body sound.—Box 4809. [9851

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

BLAKES, Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool, 1. Tel. Royal 6622. [7735

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

THE CAR MART, Ltd., London, wish to purchase Riley cars.—332, Streatham High Rd., S.W.16, Streatham 0054. [0969/R

URGENTLY required, 1946-53 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9975

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3522. [4655

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

SOUTHAMPTON.—Rex Neate, Shamblehurst Lane, Botley. Tel. Botley 152. Spares for all models; specialised service. [0960/R

Riley Spares and Service

A ROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

SPECIALIZED Riley dynamo starter magneto repair and replacement service; old units bought.—Ace Ignition, Ltd., 80, Dudden Hill Lane, Willesden, N.W.10. WL 3492. [9419

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0445

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

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JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1950 touring limousine by H. J. Mulliner, painted black and upholstered in red leather, 48,000 miles; price £3,500.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1082

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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

P.B. Ltd., offer:

1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, small mileage, in immaculate condition.

1932 20/25hp Rolls-Royce, fitted recently with smart-looking utility body, painted fawn with natural wings, fawn leather upholstery.

1930 20/25 owner-driver saloon, chassis completely overhauled recently, black and grey, grey leather.

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LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1951 H. J. Mulliner sports saloon, black with cream hide, 47,000 miles; £4,500.

1949 Gurney Nutting sedanca coupe, black with beige hide, 11,000 miles; £3,750.

1949 Hooper touring lomlusine, black with brown hide, 39,000 miles; £3,250.

1948 Freestone and Webb touring limousine, dark maroon with maroon hide and cloth, 25,000 miles; £3,950.

1939 Gurney Nutting P.III saloon, with division, grey and maroon with grey upholstery; £1,350.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel Mayfair 9060. [C3032

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THE pre-war Rolls-Royce specialists.

ALWAYS a good selection of all types at very competitive prices.

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1950 (May) Silver Wraith with H. J. Mulliner sedanca de ville coachwork, 35,000 miles maintained by Rolls-Royce; £3,295.—Bushey Heath, Herts. Tel. 1685. [C2017

FRANK DALE offers:—

25-30hp Rolls-Royce foursome, drop head coupe by Hooper, exceptional chassis; £1,150.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 9276-7. [C1067

H. A. FOX & Co., Ltd.,

OFFICIAL Rolls-Royce retailers,

HAVE for sale a 1953 Silver Wraith Rolls-Royce saloon which has only completed 4,898 miles, and is as new in every detail; it is fitted with a special Freestone & Webb saloon body, finished in black and trimmed in turquoise blue leather with matching carpets and special rugs in rear; the equipment includes radio, purdah windows to rear lights, fog lamps, screen washers, picnic tables, with mirrors in rear, patent sun visors and large luggage accommodation; this car is a unique opportunity to acquire a most attractive carriage at a considerable reduction on the original price (R.209).

H. A. FOX & Co., Ltd., 3-5 Burlington Gardens, Old Bond Street, W.1. Tel. Regent 7687. [9970

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp saloon, very fine order throughout; £425.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROLLS-ROYCE

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CAR MART, Ltd.

1952 (Dec.) Rolls-Royce Silver Wraith, H. J. Mulliner touring limousine; £5,400.

1939 Rolls-Royce Wraith, 7-seater limousine coachwork by Hooper; £1,395.

1937 Rolls-Royce Phantom III H. J. Mulliner 4-light razor edge, sports saloon; £1,195.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 5454. [C1039

SALE! JOHNSON SALE!

ROLLS-ROYCE razor-edge saloon, 7 seats f.f. (1951 replica Wraith); £950.

ROLLS-ROYCE countryman saloon, bed, boot (1954 replica); £1,500.

ROLLS-ROYCE Phantom III, Continental close-couple sedanca, large boot, ex-Embassy, registered Feb., 1953; £950.

ROLLS-ROYCE 20hp, shooting brake, rebuilt 1951, offers.

A NUMBER of 20/25hp Rolls-Royce saloons from £75 to £350.

SPARES, bodies, etc.; exchanges.

JOHNSON, 26, Egerton Rd., Fallowfield, Manchester 14. Rusholme 3009. [9962

METCALFE & MUNDY, Ltd.

ROLLS-ROYCE 1937 Phantom III sports saloon by Young of Bromley, modified to solid tappets, in outstanding condition throughout; £895.

METCALFE & MUNDY, Ltd., 250, Old Brompton Rd., S.W.5. Fremantle 5471. [3064

KNIGHTSBRIDGE MOTORS, Ltd.

1937 (January delivery) 25/30 Martin Walter Wingham drop head foursome, very well maintained; £895.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2063

MASCOT MOTORS, Ltd., offer:—

1938 30hp H. J. Mulliner sedanca, 47,000 miles; £975.

1936 25hp Windover sedanca; £750.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1935 25hp Tickford 4-light openable saloon; £650.

1934 25hp Park Ward sports saloon, choice of three; £650.

1934 40/50 H. J. Mulliner sports saloon with division; £600.

1933 25hp Thrupp & Maberly 6-light saloon; £450.

1932 25hp Freestone & Webb sports saloon; £500.

1930 25hp Park Ward drop head foursome coupe; £395.

AND several others with various types of coachwork.

237, Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231-2. [C5907

SWANMORE GARAGE, Ltd., offer:—

1937 Rolls-Royce Ph. III by Gurney Nutting, recent complete maker's overhaul costing £800; £1,375.

1937 Rolls-Royce Ph. III by H. J. Mulliner, solid tappets, very attractive; £1,175.

1934 Rolls-Royce Ph. II Continental 4-door Park Ward saloon; £595.

1931 Rolls-Royce 20/25 saloon, fitted replica body 1938; £675.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. [C4024

CHIPSTEAD MOTORS, Ltd., offer:—

PHANTOM II Continental Owen Gurney Nutting sedanca coupe, reconditioned at cost of sum of £685, bills available, one of the most attractive cars on the road; £695.

25hp late 1932 Thrupp & Maberly sports saloon, blue leather, nice condition, sliding roof, new tyres, £425.

25hp late 1933 2-door special sports coupe, sliding roof, director's car, one other owner, 70,000 miles confirmed, very fast, specimen, Ace discs, bumpers, etc., just overhauled.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1076

JACK OLDING & CO. (MOTORS), Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer for early delivery:—

NEW Rolls-Royce Silver Dawn with special Freestone & Webb coachwork, automatic gear box and elaborately equipped, ample luggage accommodation.

OFFER for immediate delivery:—

1947 Rolls-Royce Silver Wraith Hooper touring limousine, electric division, black and grey, recent Rolls-Royce bills over £500, super car, £2,275.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5050

HENDON CENTRAL GARAGE Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

R. C. MORTLAKE offers 1933 25hp Windover close-coupled sports saloon with boot; £465.

1933 Continental Phantom II Barker owner-driver sedanca with boot, extremely pretty car; £295; terms and exchanges.—253, Kensal Rd., London, W.10. Arnold 4604. [C5017

1938 Rolls-Royce 25-30 d.h., all black, windscreen washer, heater, radio, reversing lights, electric clock, overhaul receipt to the value of £950 can be seen; £1,150.—Box 4741. Liverpool Royal 2515. [9772

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1947 Rolls-Royce Silver Wraith owner-driver saloon, black 49,000 miles, excellent condition throughout; £2,650.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ROLLS-ROYCE 1935 25hp, owner driver saloon, excellent history, immaculate; 695gns.—Tel. Western 3628. [9613

MAY, 1953, Rolls-Royce 20/25 Straight Back black saloon, owner-driver, heater, 30,000 miles since engine overhaul, immaculate condition.

A. CARR & SON, Princes Street Garage, Corbridge-on-Tyne, Northumberland. Tel. Corbridge 81. [9674

1925 Empire Exhibition 20/25 green/black saloon, just completely reupholstered; offers over £140.—Box 4761. [9767

HEARSES, Rolls Selection of five complete with unused Coachwork. Written Guarantee. Attention Address.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd. Head office, Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161 [9085

20/25 H. J. Mulliner sun saloon, excellent order; £575.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C5061

1928 Rolls-Royce, 21hp, very good condition, 5 new Dunlop tyres, saloon body; £175.—Tel. Witcombe (Glos) 2220. [9604

LATE 1936 Rolls-Royce 20/25 owner-driven saloon, taxed to December, all new tyres, immaculate; £575.—Wroots Motors, Doncaster 49560. [9966

1938 Rolls-Royce PIII DL series, full limousine, immaculate; £950.—Central Garage, (Croydon) Ltd. Tel. Croydon 7464 [9743

1934 25/30 Rolls Barker limousine, electric partition, one owner, spotless; £525.—Stourcliffe Close Garage, Stourcliffe St., W.1. Pad. 9238. [9859

ROLLS-ROYCE 20/25, 1933, sports saloon, 75,000 miles only, beautiful condition; £660.—Welbeck 0021 between 10 a.m. and 4 p.m. [9736

1935 20/25 Rolls-Royce sports saloon, choice of two, from £650.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

1937 Rolls-Royce Phantom III touring limousine by Barker, black, beige hide, a very attractive car; £850.—Weybridge Automobiles. Weybridge 233. [9690

1937 Rolls-Royce Ph. III saloon, drop division, immaculate condition, recent £270 overhaul, solid tappets.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

ROLLS-ROYCE 1937 Sedanca de Ville 30hp Mulliner body, 2 occasional seats, partition for driver, true mileage 40,000, excellent condition: £950.—16, Amery Rd., Harrow. Byron 4168. [9747

1937 Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £875.—Below.

1933 Rolls-Royce 20/25 limousine, exceptional condition for year; £475.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burzoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [9602

1936 20/25 (GBK) Windover swept tail limousine with boot, James Young body, face forward occasionals, disappearing division; £490.—45, Park Rd., Hampton Hill, Middx. Mo.esey 915.

CAMDEN MOTORS for limousines.—The largest selection in the country, over 60 in stock including many Rolls-Royces.—See Limousine Classified Section in this issue.—Camden Motors, Leighton Buzzard, Beds. [C1035

ROLLS-ROYCE, 1928, 21.6hp, fitted with 1946 replica sportsman's saloon body, first-class throughout, recent maker's overhaul, 20mpg, taxed year, A.A., inspection welcomed; no dealers; photo; £575.—Bateman, Beauly, Pyrford, Woking. [9692

1937 Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £875.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043/1

ROLLS-ROYCE enclosed limousine, 1935 C.W.E. model, Park Ward body, black/brown interior, 15,000 miles since complete works overhaul, privately owned; £595.—A. A. Simpson, Ampthill Rd., Shefford, Beds. Tel. 244. [9612

ROLLS-ROYCE Silver Wraith saloon by Freestone & Webb, first registered 1949; this car is in most immaculate condition, it has done 17,000 miles and is being sold privately.—Apply Millicents, Ltd., 86, New St., Birmingham. Midland 6689, during business hours. [9773

ROLLS-ROYCE 21.6 drop head coupe (1940) by Coachcraft, this is the de luxe edition of the well-known Southern replica, bronze with chocolate wings and cream leather upholstery, extensive service this year; £500.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188 2655. [9899

1933 Rolls-Royce 20/25hp Park Ward owner-driver 5-seater saloon, black, fawn leather, a really first-class example, beautifully maintained in all respects; £575; exchanges; deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay 4274. [C4035

THE SOUTHERN MOTOR Co. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport) Office, Gillian Cottage, Lowfield Heath, Nr Crawley, Sussex. Tel. Crawley 437. [9748

ROLLS-ROYCE

ROLLS-ROYCE 25/30hp, chassis No. GRP56, black drop head coupe by Gurney Nutting, first licensed September, 1937, mileage 77,500, engine recently overhauled by Rolls-Royce, excellent condition, chauffeur maintained.—Seen A.B.C., 16, Bridge St., Northampton 31965, by appointment. [9779

1937 Rolls-Royce Phantom III semi-razor-edged sports saloon, with luggage trunk by Barker, disappearing division; genuine 10,000 miles only; chance to buy such a car will never occur again; £1,575.—Taylor & Crawley, Hyde Park Corner, 53, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036

ARCHIE SIMONS & Co., Ltd.—1935 20/25 Rolls-Royce fixed head coupe, colour black, leather upholstery, fitted radio, heater, spotlight and wheel discs; this car has been beautifully maintained by a most fastidious owner; offered at the very attractive figure of £645.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1935 (July) Rolls-Royce 25hp gracefully modern owner-driver 4-light close-coupled saloon with boot by Freestone & Webb; extremely neat, unobtrusive, disappearing division and separate front seats; coachwork black with green leather and carpets, maple woodwork; fitted radio, heater, P100 headlamps, wheel discs, sliding roof; perfect condition; total mileage 72,000; maintained by Rolls specialists; price £625.—Apply Lavelle, 31, Greta Ave., Carlisle. Tel. daytime Carlisle 25786, evenings 257771. [9646

1951 (May) magnificent Silver Wraith Rolls-Royce with coachwork by Park Ward, including latest modifications, large rear window, 2-speed wipers and sundry extras, colour scheme ivory and black, interior black leather with ivory piping; this car is in superlative condition and definitely equal to new and without question the smartest Rolls-Royce in the country, any inspection invited, guaranteed only 9,000 miles; bargain at £4,900 or would consider Bentley in exchange with cash adjustment.—For appointment to view write Mr. Jaggar, Falcon Works, Royton, Lancs. [9406

A & S display first class condition privately owned Limousines (certified mechanically—ready service).

LIMOUSINE 1933/25hp, partition, Windover, forward occasionals, black, carefully maintained. £425.

LIMOUSINE 1938/30hp, Hooper, partitioned Deluxe Coachwork, forward occasionals, privately owned, genuine mileage 44,000, desirable condition throughout. £1195.

ALPE & SAUNDERS LIMITED Seven Passenger Rolls-Royce Specialists. Providence Court, North Audley Street. Mayfair 2941 [C1006

Rolls-Royce Cars Wanted

CMT THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 269, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

LATE Ph. 2, large 7-str. lim., private buyer.—Gillman, 876, Garratt Lane, S.W.17. [9883

PHANTOM III sports saloon or drop head required by private buyer.—Box 4540. [8235

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good owner-driver Rolls-Royce.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6283

A & S urgently require 25/30hp Saloon and Coupe with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2941. [W1006

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment near Battersea Bridge. Flaxman 2223. [5108/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

ROVER 10, 1933, one owner, excellent condition, taxed year; £110 o.n.o.—Tel. Marlow 552. [9715

1939 Rover 10 saloon, suede green, exceptionally good mechanical condition, attractive appearance, guaranteed; £299.—London Cars, 592-6, Greenford Rd., Middx. Waxlow 2643 [C2057

ROVER 10

CAMDEN MOTORS offer the following Rovers:—

1946 10hp saloon de luxe, late type model with built-in heater unit, lower mileage than average for its year; quiet, responsive engine; original cellulose in attractive dove-grey; £495.

1939 10hp saloon de luxe, 4-door sunshine roof model, looks and runs like a post-war car; £325.

1939 10hp special sports saloon 4-light model; very scarce series; pretty lines; £345.

1937 10hp saloon de luxe, rebored last year; good coachwork and tyres; fitted passlights; £195.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1939 Rover 10 sports saloon, black, brown leather, extremely good order; £300.—Roberts, Flat 6, Grosvenor Mount, Middleton Rd., Crumpsall, Manchester. [9918

ROYS offer 1939 Rover 10 saloon, in condition which must be seen to be appreciated; at £385, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ROVER 12

BRADSTOCK MOTORS, Ltd.

£325.—1937 Rover 12 saloon, finished in original duo-grey with blue leather upholstery, this car has had one owner from new, and the speedo reading is 53,000, which is undoubtedly genuine, an unrepeatable opportunity to acquire a genuine low mileage pre-war car.—Chase Rd., Epsom. Tel. 633. [C1090

HAROLD SIMONS Ltd., offer:—

1947-8 Rover 12 sports saloon, sun roof, black, brown upholstery spot light, immaculate appearance throughout, superb mechanical condition; 7/15 trade enquiries welcomed; 3 months' written guarantee after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53.

CAMDEN MOTORS offer the following Rovers:—

1940 12hp sports saloon, fitted radio, very late type model, identical to post-war; expertly maintained; good on petrol and with negligible oil consumption; £550.

1948 12hp sports foursome, special model with disappearing hood and very smart lines; finished in Rover grey; fast and economical, good tyres; £475.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1938 Rover 12, engine overhauled in our workshop, bodywork unblemished, a specimen car; £275.

1938 Rover 12 a very nice car but not equal to the above car; £245.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1946 Rover 12 saloon, blue; £485.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

£365.—Rover 12/4 1940 4-door saloon, excellent mechanical order, good cellulose and bodywork; many extras.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, H.P. [C1017

1938 Rover 12 saloon de luxe, excellent condition, taxed to end of year, one owner; £235, hire purchase if required.—Tel. Nettlebed 377. [9877

WALTER SCOTT, Ltd.—1936 Rover 12 saloon, bargain at £135.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1935 Riley 12/6, immaculate appearance, solid and sound throughout, excellent tyres; £145.—Hen. 8902/Col. 7542. [9707

XXX Scarce model; 1946 (February) Rover 12 saloon; this car has had only two owners, is most fully equipped and finished in black and chromium with brown leather upholstery and an excellent set of loose covers; the appearance is absolutely immaculate and it has a most pleasing performance; thoroughly recommended; written guarantee; £475; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

ROVER 14

CAMDEN MOTORS offer the following Rovers:—

1947 14hp saloon de luxe, overhauled by Rovers within the last 10,000 miles; two owners; £495.

1939 14hp saloon de luxe, sportsman's 4-door 4-light model in Rover grey with blue leather, just fitted new Avon H.M. tyres, new Exide battery; £525.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1939 Rover 14 sports saloon, black, excellent condition; offers.—Kemp, 52, Santon Way, Seascale, Cumberland. [9689

ROVER 14hp 1940, two careful owners, mechanically sound, bodywork good; £525 o.n.o.—31, Park Ave., Ilkeston, Derbyshire. [9901

ROVER 14 sports saloon, exceptional condition, 4 new tyres; £225.—Hillwood Motors, Ltd., Mill Hill 4232. [9827

£125.—1935 Rover 14 4-light sports saloon, faultless runner; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

BOON & PORTER, Ltd.

1936 saloon, one owner, quite exceptional car; £150.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

ROYS offer 1939 Rover 14 touring 6-light saloon, loose covers, excellent throughout, well maintained; £325; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 3894. [C3059

ROVER 16

CAR MART, Ltd.

1947 Rover 16hp 6-light saloon, radio, heater; £550.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039

RUSSELL MOTORS, Ltd., offer:—

1946 Rover 16 sports saloon, 46,000 miles, one owner, black and brown leather; £485; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

CAMDEN MOTORS offer the following Rovers:—

1947 16hp sportsman's saloon, late registration car with radio, heater, screenwash, Regency seat covers, Nu-way protective mats; very good order; £525.

1939/40 16hp drop head fourrome coupe, one of the very few late pre-war drop heads available with special Tickford bodywork, three-position hood, late type instruments like post-war series; very smart grey finish; £595.

1939 16hp saloon de luxe, total mileage 72,000 authenticated by previous owner and complete Rover overhaul within the last few thousand miles, including new engine; bills available for well over £300. One of the finest pre-war Rovers on the road, full history can be shown; £395.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1947 Rover 16 saloon, black, fawn interior, one owner, specialist maintained, excellent condition throughout; £485.—John Trigg, Ltd., Esher 1234. [9865

1947 Rover 16hp sports saloon, fitted radio and heater; £575.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1019

CASS'S MOTOR MART.—1947 Rover 16 saloon, one owner; £495; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 4110. [C1040

1938 Rover 16 4-light sports saloon a very fine example; £225 or £90 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Rover 16 sports saloon, low mileage, one owner, really superb condition; £495.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

245gns.—Rover 16, 1938 model de luxe saloon, sliding head, leather, one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER (60, 75 and 90)

MAIDSTONE ENGINEERING Co.

1948-9 Rover 75 4-light Sportsmans saloon, finished in immaculate Rover green with leather upholstery to match all of which is practically new, fitted excellent tyres, fitted heater and taxed for the year, a most immaculate specimen, a genuine bargain at £575.

SIMILAR car to above but 1949 model, black with maroon leather interior, fitted H.M.V. radio and heater; £625, terms exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457 [C3000

KNIGHTSBRIDGE MOTORS, Ltd.

14000 miles only.—December, 1951, Rover 75 one owner saloon, finished in Connaught green, in new condition; £865.

3, Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. [C2063

CAMDEN MOTORS offer the following Rovers:—

1948 75 saloon sportsman's 4-light model, most attractive looking car; moderate mileage; £615.

1949 (March) 75 saloon, similar to above but with later modifications; two previous owners; serviced since new by main Rover distributors; £645.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

1953 model Rover 75 saloon, 7,000 miles; £1,075.

1952 Rover 75 saloon, 9,000 miles; £995.

1951 Rover 75 saloon; £865.—British & Colonial Motors, Ltd., 13-14, Upper St. Martins Lane, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

1954 Rover 90 saloon, list price, 300 miles.—Weybridge 600 [C4023

1948 Rover 75 sports sal., black, one owner; £625.—Tickford, Ltd. Tem. Bar 3338. [C4029

1951 Rover P.4 saloon, fitted with heater, low mileage, immaculate condition; £865.

LYNE, FRANK & VAGISTAFF, 35, Crouch End Hill, N.8. Mountview 4401. [C2056

1951 (Oct.) Rover 75, 4-door saloon, immaculate, 15,849 miles, spare unused; £850.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [9732

1952 (February) Rover P4, dark green, in first-class order; £895.—Cowell, Dixies, Ashwell, Herts. [9932

ROVER (60, 75 and 90)

1954 Rover 75, sage green, 1,500 miles.—Sanders & Sons, Hitchin. Tel. 691. [9754

JAN., 1954, Rover 60, 1,600 miles, as new, grey, blue leather £1,075.—Tel. 40 Lydney. [9714

1951 Rover 75 saloon, blue, blue leather, radio; £865.—Odeon Motors, Ltd. Barnet 1144. [C3028

1954 Rover 60 saloon, mileage 1,600, grey/red; £1,145.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1951 Rover 75 saloon fitted radio and heater; £875.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1948 Rover 75 P3 sports saloon, radio/heater, excellent condition; £595.—Dobsons, Ltd. (Rover Agents), Staines 801. [C1074

BRUTONS, Ltd.—Rover 60 saloon, 1948, black, red interior; £560.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1953 75 saloon, black, tan leather, H.M.V. radio and other extras, nominal mileage, beautiful condition; £1,075.—Robbins, East Putney. Tel. 4581. [C3010

1952 (January) Rover 75 saloon, black and green, heater, 15,000 miles, one owner; £895.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C1057

1952 Rover P4, sage green with grey leather, supplied and maintained by us from new, one extremely careful owner; £945.—J. Coxeter & Co., Ltd., Rover Distributors, Oxford 2275-6. [9737

1948 75 sports saloon (1952 factory fitted new P4 engine), dark green, radio, heater, all new tyres, one very careful owner, total mileage 59,200, negligible since new engine; £650.—Campbell Symonds, Wembley 6262 [C1037

595gns.—Rover 75 1948 de luxe saloon, sliding head, leather, l.f.s., heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Rover P.4 saloon, very low mileage, Connaught green with grey hide, most fastidiously maintained and quite immaculate inside and out; price £995.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester Tel. 60319. [C1059

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 5 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Land-Rover, mileage 21,000, one owner; £425.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

G. & M. ALFREDS (1936), Ltd., formerly Guy Alfreds.—Land-Rovers, 1949, 1950, 1951, from £290.—6-7, Warren St., W.1. Euston 3268. [C1005

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country.

1952 Land-Rover, 9,600 miles, one owner, outstanding condition; £495.

1951 Land-Rover, 25,000 miles, one owner, excellent condition; £355.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

Land-Rover Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HARVEY HUDSON, Ltd (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18 Wanstead 056 [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0029/R

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622 [7736

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242/R

Rover Miscellaneous Cars Wanted

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

XXX H. P. Edwards offer immediate cash for good Rover cars.—Details please to: 28-30, Upper High St. Epsom, Surrey. Tel. Epsom 9400. [W2001

Rover Spares and Service

KJ MOTORS, Ltd., spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

LEATEWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon Tel 0163 4-5 [7676

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

C. V. RUSHMER for Simca.—1953 Aronde, in first-class condition, low mileage; £795.—39, Holland Park, W.11. Park 5731. [C3061

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0595/R

SINGER

TOM GARNER, Ltd., offer:—

'53 Singer SM1500 saloon, grey with red upholstery, 400 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

HAROLD SIMONS, Ltd., offer:—

1952 (July) SM1500 one owner, 13,000 miles, in absolutely splendid condition throughout; £585; trade enquiries welcomed; 3 months' written guarantee; free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes' trolley East Finchley Tube). Finchley 0052-53. [C4065

HENDON CENTRAL GARAGE, Ltd., offer:

1948 Singer 10 saloon, in good condition throughout; £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 (Feb. 27th) Singer S.M.1500 saloon, one owner, low mileage, immaculate condition, choice of 2; £460.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

£125.—Singer 1938 9hp saloon, good condition; bargain.—Tel. Steventon (Berkshire) 237. [9815

SINGER 9 sports saloon, good condition, taxed, insured; £85.—41, North St., Barking, Essex. Rippleway 1771. [9651

1953 Singer S.M.1500 saloon, silver with red interior, twin carb. model, equipped with radio and heater, first reg. July, chauffeur maintained; £695.

PARKERS, Ltd., Bradshawgate, Bolton, 4080. [9777

365gns.—Singer Super 10 1949 saloon, sliding head, loose covers, heater, carefully used; terms, exchanges.—Rowland Smith, below.

245gns.—Singer 9 1939 sports 2/4-seater roadster, black, glass sidescreens, Lucas passlight, very good condition; terms, exchanges.—Row'and Smith, below.

175gns.—Singer 9 December, 1939, saloon, blue, sliding head, leather, good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Singer 10 1938 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SINGER 1500, 1950, green/beige leather, heater, a high-grade car with superb performance; wonderful value at £475.—Hillwood Motors, Mill Hill 4232. [9797

1953 Singer 1500, 7,000 miles only, black, red leather; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

£395.—1951 Singer 4AB roadster, pastel green, one owner, immaculate (throughout; terms, exchanges; motor cycles taken in part exchange.—Clubman Autos, Ltd., 136/142, Tooting High St., Tooting, S.W.17. Balham 3484. [9955

£145!!!—Magnificent Singer Super Six, special super modern Airline bodywork, hand-built motor car costing nearly £600 when made, probably the only one of this type available, looks magnificent and gives excellent performance; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Cars Wanted

WHY accept less for your Singer 1500 saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W3008

POST-WAR Singer required, part exchange 1954 SM1500.—Distributors, Marbrook & Kirby, Sandwich. Tel. 3066. [8759

Singer Spares and Service

THE Singer agents for spares, service repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

LANCASHIRE'S premier Singer spares stockists.—Coulthurst & Grimshaw, Ltd., 759, Whalley New Rd., Blackburn. Tel. 48091. [6473

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Broadshawgate, Bolton. Tel. 4060. Deansgate Manchester. Deansgate 4507. [0390/R

SPORTS CARS

HRG

1950 sports 2-seater, in original beautiful condition throughout, never raced or driven hard, works maintained, engine overhauled 9,000 miles ago, when 6 to 1 pistons fitted, recent tests showed approximately 180lb per sq in per cylinder, everything else checked, we have chapter and verse showing detail.s, bodywork really cared for, spotless grey cellulose, pale blue interior, new hood and sidescreens, individual features, Rudge Whitworth wheels and knock-on hubs, Scintilla Vertex magneto, sprung steering wheel, twin horns, spotlight, anti-dazzle mirror, foldflat screen, full zipp tonneau, vacuum gauge, rev. counter, water and oil thermometer gauges, we love this car, and it really is wonderful on the road; £535; terms; exchanges.—Below.

K2

1951 Allard 2-seater roadster, this is the car with the coil spring i.f.s., is most impressive, performs beautifully on the road with really refreshing exhilaration, cellulose in spring dawn pale blue, with a finish just like new, contrasting navy blue leather, and new hood piped blue to match, brilliant chromium, individualities, screenwashers, winking indicators, fitted suitcases, revolution counter, Allard cylinder heads with twin carburettor layout, mph/kph speedometer, come and enthuse with us; £560; terms; exchanges.—Below.

15

1948 Citreen Light 15 saloon, excellent mechanical condition, finished b.lack cellulose, just like new, chromium to match, very good brown interior with new covers, a joy to drive as only a good Citroen can be; £415; terms; exchanges.—Highams Park Garages, Ltd. (formerly Beverley Motors), Beverley Rd., Highams Park, London, E.4. Tel. Larkswood 7206/2051. [C1066

MERCURY offer:—

£365!! 1947 1100 H.R.G., one owner, terrific performance.

£275!! 1938 M.G. T.A., black, green leather, excellent runner, spotless condition.

£245!! 1939 Morgan 4/4 2-seater, good tyres, twin spares.

£145!! M.G. J2 2-seater, black, first-class order.

TERMS or exchanges with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3014

CHILTERN CARS offer:

BUGATTI specially constructed Type 51 Grand Prix 2-seater, manus engine, offers invited.

BUGATTI Type 35C Grand Prix 2-seater, fitted supercharged 1½-litre Alvis engine, alloy wheels, very fast; £195.

FIAT-M.G., modified Fiat 500 chassis, 746cc C-type M.G. engine, beautifully constructed and very pretty 2-seater coachwork, built to as-new standards last year, full road equipment; £295.

HOTCHKISS 1937 3½-litre foursome fixed head coupe, entirely rebuilt at cost of approximately £400, and not yet run in; £295.

H.R.G. 1½-litre Competition 2-seater, ex-G. Ruddock, special head, engine dealt with by Laystall Engineering and Barwell Engineering, full road equipment, available shortly.

LAGONDA 3-litre 4-seater tourer, very nice order throughout, green; £145.

M.G. 1939 Series S.A. 2-litre sports saloon, two owners since new, black; £265.

M.G. P.A.-type Midget 2-seater, green, all-weather equipment, recently renovated; £195.

MORRIS 1935 12hp 4-door saloon, excellent tyres, black, good runner; £65

RAILTON 8-cyl 4-seater tourer, twin S.U. carburettors, Scintilla Vertex; £175.

TALBOT 1936 3½-litre sports saloon; £165.

CHILTERN CARS, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. Will callers note that we shall be closed over Easter. [C1045

BERT MASON SPORTS CARS.

£175.—1936 Alvis Speed 20 2-door sports saloon, a wonderful example of this much sought after model, very many extras, and of course, the usual shattering Alvis performance; £125. Standard Avon 2-litre sports saloon; £75. Rover 12 sports 4-seater; £145. Wolseley Hornet special d.h. coupe; £115. M.G. J1 4-seater sports, in green and red, new hood, screens, carpets, etc., and it motors very, very quickly; £195. Austin 8 sports tourer, 1947, absolutely immaculate, spot-on mechanically, 40mpg; £39. Austin 7 saloon, a nice little motor car utterly reliable and heaven knows how many miles on one gallon of petrol; all our usual selection of Jaguars; hire purchase on any car.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3075

B. & G. MOTORS.—See our display advert. on page 43. [C1019

JAGUAR XK120C; £2,150.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Telephone 59613-4. [9744

SPORTS CARS

CHARACTER CARS offer:—

ALFA-ROMEO 1,750cc blown and unblown saloons; Allard 1949 coupe, Austin 12 2/4 seater tourer; B.S.A. 10hp 2-seater; Hispano-Suiza sedanca, Essex Six sedan, 1929, specimen; M.G. C. and M type 2-seaters; Rolls-Royce P11 limousine; Talbot 105 tourer. CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam Alpine roadster, red, heater, 7,000 miles; £1,095

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ROWLAND SMITH'S for sports cars.

545 gns.—M.G. Midget, 1951, supercharged T.D. 2-seater oil coil, one owner, exceptional.

395 gns.—Allard 1949 sports 2-seater, excellent condition.

365 gns.—M.G. Midget 1947 11hp T.C. 2-seater, black, fawn leather.

245 gns.—Singer 9 1939 sports roadster, glass side-screens, Lucas passlight.

195 gns.—B.S.A. Scout 1940 sports 4-seater, reconditioned engine.

195 gns.—Austin 7 1937 model Nippy sports 2-seater, low-pressure tyres.

175 gns.—M.G. Midget 1934 8hp P Airline coupe, telecontrols, sports coil; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CHIPSTEAD MOTORS, Ltd., offer mostly reconditioned and in showroom condition:—

A.C. reg. 1441 3-carburettor foursome drop head coupe, French blue with new plastic leather hood, immaculate; £425.

ALLARD 1948/9 special 2/4-seater sports, Bugatti blue, low mileage, 2 owners, extras; £375.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £285.

DAIMLER, September, 1950, special sports chassis, 2 carbs., overdrive, streamlined foursome drop head coupe, radio, heater, screenwashers, etc., one owner, specimen.

DELAGE D6 70 1938 streamlined saloon, recellulosed bronze, reconditioned engine, brakes, steering, clutch, etc., etc., just fitted, Cotal box, specimen; £475.

DELAHAYE 135M, 1939 model, fitted 3-litre engine, completely overhauled engine, gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black; £595.

LE MANS Fraser Nash.—See under "Racing Car" column.

C-TYPE Jaguar racing.—See under "Racing Car" column.

100 Competition 2-seater Jaguar, specially built by Henlys and reg. 1949, new engine and XK120 gear box, terrific performance, probably one of the best in the country; ready shortly.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

VINTAGE AUTOS.—See our sports car announcement on page 43. [C4039

W. H. ARTHUR & Co., Ltd., Station Garage, Billericay, Essex. Tel. 110, offer:—

1950 A40 de luxe, £475; 1949 Allard foursome d.h. Mod. 51M, £575.

1947 M.G. T.C., £365; 1940 4-litre Sun.-Tal. foursome d.h., £225; 1939 Wols. 18 sal., £250.

1938 Hotchkiss sal., Mod. 16/80, £325; 1935 Morris 8 sal., £135.

1931 Bentley 4-litre sal. sprts., £250; Morris Minor sports, part built, £45. [9686

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8641 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate h.p. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

FOR this week's selection see display advert. on page 43. [C3041

£95.—1931 M.G. 18/80 speed model, open 4-seater, bargain.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6400. [C1024

£155.—Riley 9 Lynx tourer, decarbed, tyres excellent, overhauled dynamo, starter.—Ireland, 1, Hillside Cottages, Totteridge, N.20. [9649

EDOARDO BIANCHI 12hp pillarless sports saloon, Aug. 1937, a very unusual and attractive car, £175; also 1935 3-litre Hotchkiss saloon, extensively overhauled, offers.—Ellis, 2, Victoria St., Staple Hill, Bristol. Tel 52235. [9546

CITROEN 12 roadster, much above average condition, £255; M.G. 1½-litre 1938 sports saloon, a very good performance, £245; Railton 1938 foursome drop head coupe, a very well maintained car, very fast, £260; terms and exchanges.—204, Ballards Lane, N.3, Finchley 2920. [9682

JOHNSON & BROWN offer Railton 1938 drop head coupe, £295; Rolls-Royce P.1 7-seater, £185; Bentley Speed 6 shooting brake, £125; Rolls-Royce P.2 sedanca by Binder, £275; 3½-litre Jaguar, 1938, 41,000 miles, £285.—Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 6479 and 2322. [C2075

Sports Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

LATE model S8100 3½, A1 bodywork, mechanical condition.—Box 4781. [W3030

BARTLETT will pay more for good sports cars.—27A, Pembridge Villas, W.11. Bayswater 0523. [W1013

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W5041

Sports Cars Wanted

BUCKLER Special, similar (performance/economy), sound 4-seater; price.—3, Budnick Hill, Perranporth. [9565

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1946 Standard 8 saloon, fitted radio; £245.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

BENTALLS OF KINGSTON.

1946 Standard 8 saloon, black; £285.—Kingston-on-Thames. Kingston 1001. [9850

1946 (Oct.) Standard 8hp tourer, black, one owner, excellent condition; £275.

1948 (Jan.) Standard 8 saloon, cream, immaculate condition, low mileage; £315.—H. & Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

£299!!!—1948 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below.

£255!!!—1946 Standard 8 sports tourer, carefully used; choice of two; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms: L 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2053

G & M ALFREDS (1936), Ltd., formerly Guy Alfreds.—1954 Standard 8 4-door saloon, 600 miles; £455.—6-7, Warren St., W.1. Euston 3268.

1946 Standard 8 saloon; £275.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 8589-9. [C2062

1948 Standard 8 saloon, immaculate, guaranteed; £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1948 Standard 8 saloon, grey/blue; £325.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [9957

1954 Standard 8 saloon, nominal mileage; £460.—S. F. Erskine & Sons, Ltd., Commercial Rd, Woking 330. [C2051

£275.—1948 8hp Standard saloon, excellent condition.—Le Grice Sisters, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

165 gns.—Standard 8 1939 saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W9045

STANDARD 12

£165.—1939 Standard 12 saloon.—Automips, 5, Balham High Rd., Balham 1509. [C1009

1947 Standard 12, fitted with works reconditioned engine, 600 miles back, immaculate condition, radio, heater, loose covers, etc., AA inspection welcome; £320.—Owen, 51, Hilders Rd., Leicester 88413. [9755

245 gns.—Standard Flying 12 1939 de luxe saloon, black, sliding head, brown leather, I.F.S., very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

£350.—Standard 14 saloon, 1947, one owner, black, blue leather upholstery, well maintained throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

£145.—1939 Standard 14 saloon, clean car; terms.—Automips, 5, Balham High Rd., Balham 1509. [C1009

1948 Standard 14, one owner, immaculate; £365.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3065

1947 late Standard 14 de luxe saloon, radio, extras, really exceptional; £350, or without radio £300; private.—Fro. 1161. [9914

1948 Standard 14 de luxe saloon, black, in good order; £320.—Cheeseman & Edwards, Ltd., Caterham 2056. [9676

1948 Standard 14 saloon, guaranteed; £375; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [C3029

1948 Standard 14 de luxe saloon, in outstanding condition; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1948 (September) Standard 14 de luxe saloon, guaranteed; £315; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1948 Standard 14 saloon, engine recently reconditioned, fitted radio and heater, taxed end of year; £350; terms; exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 3122 (opp. G.P.O.). [C3055

ROYS offer a very genuine and original 2-ton grey 1947 model Standard 14 saloon; £325; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

345 gns.—Standard 14 late 1947 de luxe saloon, sliding head, leather, excellent condition; choice of 3 Standard 14s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD VANGUARD

ALWAYS STANDARD Vanguards. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [B022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

CAR MART, Ltd.

1951 Standard Vanguard saloon, heater; £535.

1950 Standard Vanguard saloon, heater; £465.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER Ltd.

1951 saloon, black, heater, 29,000 miles, unmarked; £485.—Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022

PETER BANTOCK CAR SALES offer:—

1949 Standard Vanguard, one owner, black with red leather, fitted heater and radio; £395.—104, High Rd., Chiswick 2725, 5870. [C1014

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1952 (May) Standard Vanguard saloon, finished in green and fitted with tartan loose covers, heater, etc., 10,000 miles only, an immaculate motor car; £595.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 P. II Vanguard, green, leather, heater, very low mileage; £700.

1953 P. II Vanguard, black, heater, loose covers, low mileage; £710.

BERKELEY Square, W.1. Gro. 4343. [9853

1949 Standard Vanguard, one owner, leather upholstery; £385.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

HAROLD SIMONS, Ltd., offer 1952 4-door Estate; see under "Utilities." [C4065

1950 Standard Vanguard, one owner, heater, 27,000 miles; £445.—Arnold 7246. [9965

1951 Standard Vanguard saloon, grey, heater, fog lamp, etc., nominal mileage; £495.—Robbins, East Putney. Tel 4581. [C3010

1953 (Sept.) Vanguard Phase 2 saloon, black, as new; £665 or exchange.—45, Shirehall Park, N.W.4. Hendon 1648. [9764

£398.—Standard Vanguard 1949, a really faultless car mechanically, leather interior, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

STANDARD Vanguard, 1951, black, red leather, radio and heater, well maintained; £525.—Hillwood Motors, Mill Hill 4232. [9792

1951 Vanguard, maroon, beige upholstery, taxed year, immaculate; £495.—K.J. Motors, Ltd., Bromley. Ravensbourne 3456. [9845

WORKS mileage, April, 1954, Standard Vanguard, green leather.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1949 (December) Vanguard saloon, blue, heater, very nice condition throughout; £375.—King's Motors, 1 High St., Hounslow. Tel. 3532. [C2049

1952 (July) Standard Vanguard saloon, finished comet blue with blue leather, one careful owner, under 12,000 miles, excellent condition throughout and recommended at £575.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3301. [9789

1952 (late) Vanguard, metallic grey, heater, Vynide, virtually new condition throughout, makers' service history available, taxed; £540 minimum.—Kingston 0681. [9645

WALTER SCOTT, Ltd.—1949 Standard Vanguard, black, leather, excellent condition; £350; choice of two.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 6914. [C4006

1952 Vanguard saloon, grey with grey leather, heater, underseal, overdrive, heavy duty clutch, one owner; £535.—R. K. Horton, Ltd., Derby Rd., Watford. Tel. Watford 2124 or 5011. [9775

1951 series Vanguard saloon, maroon/fawn hide interior, heater, exceptionally nice car; £465; consider part exchange.—14, Offington Gdns., Worthing. Swandean 849. [C4027

1952 Standard Vanguard saloon, Comet blue, red interior, fitted heater, one of the best examples offered; £565.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1951 (December) Standard Vanguard, only 5,000 miles, colour grey, leather upholstery, radio, heater, link mats, one owner; £540.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067

395 gns.—Standard Vanguard late 1949 saloon, leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1949 Standard Vanguard, green, leather, radio, one owner, 29,000 miles, unusually good example; £395; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1952 Standard Vanguard saloon, one owner since new, grey with red interior, 12,000 miles only, beautiful condition in all respects; £540.—Garage Service Co., Ltd., 1061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, grey/red, black/red, low mileage, heater; choice two, £529; 1951, black/brown, black/red, blue/blue; choice three, from £439; 1949, grey/blue, heater, £399; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Standard Vanguard Cars Wanted

UP to £400 awaits a low mileage Vanguard.—Send details, etc., to Box 4796. [9945

TOP price paid for Vanguard or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WHY accept less for your Standard Vanguard saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

XXX H. F. Edwards offer immediate cash for good Standard cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel 29439 [0301/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.—WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares all models from 1935, replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [4251

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

1951 Studebakers; choice of two convertibles, radio and heater, etc.—Joe Thompson (Motors), Ltd., 91-95 Fulham Rd., S.W.3. Kensington 4858. [C4028

1953 Studebaker Champion 2-door Farina-type super streamline saloon, automatic drive, 700 miles only, all extras, absolutely brand new.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

£350!! 1940 Studebaker President saloon, one owner only since new, fitted push-button radio, heater and full air conditioning, all tyres new, chrome rimembellishers, turbo wheel discs, black cellulose which is unmarked, interior trimmed in finest Melton cloth, also as new, fitted freewheel and automatic overdrive giving five speeds in all and 25 mpg, car taxed for year, this Studebaker is equal to any 1954 model for condition and is open to any examination.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Leatherhead Service Station, Leatherhead, Surrey. Tel. 3043. [0315/R

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1950 Sunbeam-Talbot 80 convertible coupe, one owner, 33,000 miles thoroughly recommended; £535.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel Hillside 4414. [C3042

DICKS.

1939 Sunbeam-Talbot 10hp coupe, very attractive; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

SLOCOMBES, Ltd.

£395.—Open foursome 1947 10hp, in black, fine order.

EXCHANGE cars or motor cycles; h.p. terms.—Slocombes, Ltd., 58-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Two minutes Dollis Hill Underground Station. [C4017

GATEHOUSE offer:—

1951 Sunbeam-Talbot drop head, one owner, 22,000 miles green radio, heater and many extras; £695.—Gatehouse Motors, Ltd., Highgate Village, London, N.6 Tel. Mountview 4444 [C2021

ELM AUTOSALES offer:—

1948 Sunbeam-Talbot 10 tourer, one owner, very nice car, in excellent order; £395.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

SUNBEAM-TALBOT sports saloon (1948), silver grey, loose covers; £480.—Worthing 6123. [9905

SUNBEAM-TALBOT

R. F. FUGGLE, Ltd., offer:—

1953 Mk. IIa Sunbeam-Talbot 90 saloon, heater, radio, 9,400 miles; £985.

1952 Mk. II Sunbeam-Talbot 90 saloon, heater, 14,700 miles, one owner, supplied and serviced by us since new; £825.—Fuggle, Bushey Heath, Herts. Tel. 1685. [C2017

AUTOMOBILIA, Ltd., offer:—

1950 (regd. 1949) Sunbeam-Talbot 90 4-door de luxe sunshine saloon, black, brown hide, radio, heater, excellent condition; £575.—Automobilia, Ltd, Pippbrook Garage, Dorking 4504, 3891. [C1089

AUTOMOBILIA, Ltd., offer:—

1950 (regd. 1949) Sunbeam-Talbot 80 4-door de luxe sunshine saloon, satin bronze, red leather, one owner low mileage, exceptional condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 3891. [C1089/1

KNIGHTSBRIDGE MOTORS, Ltd.

1952 Sunbeam-Talbot 90 saloon, black with beige leather, heater, one owner, 12,000 miles only, in new condition; £825.

3, Robert Mews, Lowndes Place, Belgrave Square, S.W.1 Sloane 4066. [C2065

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam Alpine roadster, red, heater, 7,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C1045

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 series Sunbeam-Talbot 80 saloon, fitted radio, heater and taxed, in very nice condition; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5 [C2034

CAMDEN MOTORS offer the following Sunbeam-Talbots:—

1953 Mark IIA 90 saloon, latest type model with turbo-disc wheels, appearance, performance and general mechanical order practically faultless; £895.

1951 Mark II 90 saloon, 2¼-litre 16hp model, paste blue finish with radio and heater; £645.

1951 Mark II 90 coupe in grey, an immaculate specimen of very low mileage, one previous owner; £695.

1951 Mark II 90 saloon, late registration, metallic bronze with red leather, oil-bath filter, heater, air horns, Regency tailored seat covers; £675.

1950 Mark I 90 saloon, with all extras, previously owned by country bank manager, used for week-end motoring only, very, very carefully driven; £595.

1950 Mark I 90 coupe, recorded mileage 19,400; extra accessories include Lucas flame-thrower passlights, high-capacity heater with full air conditioning, special map lights, special heavy type telescopic shock absorbers, Trico dual screenwash; this actual car has been specially tuned and prepared for this year's rallies; owner suddenly called abroad; £595.

1950 80 saloon, same body styling as above but with 10hp engine, very economical on petrol with exceptionally good performance for its modest horse-power; fitted heater, new tyres and Lifeguard tubes; one previous owner; moderate total mileage; £595.

1947 2-litre 14hp sports saloon, finished in grey with grey leather interior; a good example of this very popular series; fast, with delightful road performance, recently fitted new tyres all round; £425.

1946 10hp sports saloon, nicely finished bronze with fawn interior; reasonably moderate mileage; £395.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays, also Good Friday and Easter Monday. Write for catalogue. [C1035

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots.

A SELECTION from our stock:—

1952 (Oct.) Sunbeam-Talbot 90 saloon, Mark IIA, black, beige leather interior, 20,000 miles, one owner driver since new, fitted H.M.V. radio, Rootes heater, twin spot lamps, bagbe bar, windscreen wash, rear window demister, overriders and Ace Rimbellishers, an almost unique example of this very rare model; £865.

1951 (July) Sunbeam-Talbot 90 saloon, Mark II, finished in black with red leather upholstery, 24,000 miles only, fitted Rootes heater and in showroom condition throughout; £725.

1951 (June) Sunbeam-Talbot 90 saloon, Mark II, colour blue, beige leather interior, 29,000 miles, fitted Rootes heater, wing mirrors, overriders, etc.; the condition of this car is commensurate with less than half the recorded mileage; £715.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Phœnix House High St., Sutton, Surrey. Vigilant 1121. [C3044

SUNBEAM-TALBOT 10 tourer, 1939, excellent condition; £270.—31, Willow Rd., Kettering, Northants. [9547

1952 Sunbeam-Talbot 90, green/red, heater, excellent condition; £675.—Burgess, Faversham 2246. [9666

1952 model Sunbeam-Talbot 90, low mileage, radio, heater, screen washers, exceptional! £775.

RIPCO, Ltd. (Sunbeams purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C3052

1950 Sunbeam Talbot 80 drop head coupe, £565.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456 [C1077

1951 Sunbeam-Talbot saloon, heater, sliding roof, black; £655.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424 [9045

SUNBEAM-TALBOT 80 saloon, 1950, gunmetal grey, grey leather, 10,000 miles, new condition; £565.—Hillwood Motors, Mill Hill 4232. [9795

1951 Sunbeam-Talbot saloon, green, radio, loose covers; £650.—Stratsons, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

SUNBEAM-TALBOT 2½-litre saloon, 1948, ruby, fawn leather, modern lines, first-class performance; £465.—Hillwood Motors, Mill Hill 4232. [9794

1939 Sunbeam-Talbot 10 saloon, immaculate throughout; £285.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

SUNBEAM-TALBOT 1940 (July) 3-litre Thrupp & Maberly sports saloon, excellent condition throughout; £285.—Morris, Shaw Cot., Sanderstead. Tel. Sanderstead 5827. [9976

ARCHIE SIMONS & Co., Ltd.—1950 (Dec.) Sunbeam-Talbot 80 drop head coupe, colour green, nominal mileage, one owner since new; £575.—84, Gt. Portland St., W.1. Lan. 1343. [C4015

1951-2 Sunbeam-Talbot sports saloon, black, radio, heater and a host of extras, one enthusiastic owner; £675.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9475

1940 Sunbeam-Talbot 20 saloon, exceptional condition, real opportunity to secure pedigree car at bargain figure £275!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 model Sunbeam-Talbot sports saloon, Ace Rimbellishers, magnificent condition, will deliver anywhere in Great Britain; £595.—The County Garage, Lancaster Rd., Morecambe. Tel. 207. [9472

£560—1952 (Dec., '51) Sunbeam-Talbot drop head coupe, 90 model, green/maroon leather; genuine bargain, ½ deposit.—Slimm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1924. [9667

ROYS offer a rare 1940 Sunbeam-Talbot 2-litre sports saloon, excellent throughout; £295; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

£595!!!—1950/1 Sunbeam-Talbot 80 sports saloon, one owner only has maintained this vehicle perfectly, new engine, and £100 overhaul just completed, whole car specimen condition, 3 months guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2058

SUNBEAM-TALBOT 90 convertible, grey, one owner, fitted H.M.V. radio, heater, first registered 8.4.1952; this car has been regularly serviced and maintained, all records available; can be seen and given any trial or inspection by appointment; £825.—Box 4810. [9975

Sunbeam-Talbot Cars Wanted

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 6411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2766. [W2037

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

TOP price paid for Sunbeam-Talbot or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9974

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details please to 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089/R

TALBOT

£180—Talbot 10hp drop head foursome, reg. 10 days before 1953, good body, roof and trimming, rebored, black.—125, Dibdin House, Maida Vale, W.9. [9766

1938 Talbot 10hp sports saloon, reconditioned engine just fitted, resprayed, very smart car; £215 or £75, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (155 bus from Stockwell Tube Station passes the door.) [C4071

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—37, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

CAR MART, Ltd.

1952 Triumph Mayflower saloon, heater; £515.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

£475 o.n.o.—1949 2000 Roadster, one local owner, an extremely well kept car; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ELM AUTOSALES offer:—

1948 Triumph 1800 razor edged saloon, black, beige interior, 51,000 miles, exceptionally nice car; £435.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

TOM GARNER, Ltd., offer:—

'53 Triumph 2-litre Renown saloon, green with brown leather, 5,000 miles only; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 saloon, garage maintained, one owner; £495.

1949 Triumph 2000 Roadster, one careful owner since new; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1948 Triumph 1800 Roadster, grey, one owner, recently fitted reconditioned engine and gear box, all new tyres, heater, seat covers, magnificent specimen; £499.—407, High Rd., N.12. Finchley 0091. [C2053

McKINNON MOTORS, Ltd., offer:—

1949 (May) Triumph 2000 Roadster, grey, leather to match, H.M.V. Radiomobile, two owners only, total mileage 34,000, engine decarbonised, and new rings fitted 1,000 miles ago; £525; part exchanges and gradual confidential payments scheme available.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

WANSTEAD MOTORS, Ltd., offer:—

1951 (model) Triumph Renown saloon, black, fitted heater; £575.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

HENDON CENTRAL GARAGE Ltd., offer:—

1952 Triumph Mayflower, low mileage, fitted radio and heater, one owner, as new; £550.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. [C2034

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Triumph Mayflower, gunmetal blue and beige leather, 9,000 miles, one owner; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Triumph razor edge saloon, black, brown interior, one owner, excellent condition throughout; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Mayflower, black, with heater, 8,000 miles; £525.

1952 Mayflower, black, with heater, 10,000 miles; £500.

BERKELEY Sq., W.1. Gro. 4343. [9854

TRIUMPH Roadster, 1950, black, mileage 19,000, immaculate condition.—Box 4691. [9653

1951 (November) Triumph Renown, heater, one owner, immaculate; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

£425—1947 Triumph 1800 Roadster coupe, grey, blue leather; £145 down.—Below.

£225—1939 series Triumph 1½-litre Dolomite sports saloon; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Triumph 1800 coupe, grey, 32,000, private; £470.—24, Station Rd., Watford. Gadebrook 2312. [9719

£525!!!—1950 Triumph Renown, razor-edge saloon, small mileage, bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 Triumph 2000 Roadster, radio, heater, carefully maintained; £515.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1949 Triumph Roadster 2000, radio, heater, new hood, brand new engine October, 1952; lovely appearance; £485.—Hen. 8902/Col. 7542. [9705

1953 Triumph Mayflower saloon, black/red, heater, excellent condition throughout, well maintained; £565 cash, deferred and part exchange.

E. J. BAKER & Co., Ltd., Dorking 3822. [9685

1937 Vitesse, excellent condition, maintained with little regard for cost; £130.—Burgh Heath 1615, evenings. [9697

TRIUMPH razor-edge saloon, February, 1949, first-class order; £450 o.n.o.; also Aug., 1948, Roadster, £400; private. Tel. Birmingham South 3018. [9881

£465—Triumph Roadster 1948, fitted heater, radio, twin spot lights, horns, etc., excellent cellulose and mechanical condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

1949 Triumph Roadster, low mileage, immaculate; £525.—Jack Poyner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C3063

TRIUMPH

1951 Renown just recellulosed black, radio and heater, one careful owner; £625.—Campbell Symonds, Wembley 6262. [C1037

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0494/R

JACK ROSE, Ltd.—1951 Triumph Renown, grey with grey hide, one owner fitted heater; £625.—Stafford Rd., Wallington Surrey. Wallington 6677. [C3056

1952 Triumph Mayflower saloon, one owner, excellent order, black with red leather upholstery, heater; £515.—Sands, Burnham, Bucks 1084. [9783

MAYFAIR COUNTRY CARS.—1949 Triumph 2000 Roadster, grey, red leather, £495; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131.

TRIUMPH Mayflower 1952, black, fawn leather, heater, twin pass lights, reversing lights, windscreen washers, wing mirrors, as new; £545.—Hillwood Motors, Mill Hill 4232. [9798

1953 (May) Mayflower saloon, one private owner, attractive duo-tone finish, heater, as new; £575, taxed December.—Motourist (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

1951 Renown, maroon, 40,000 miles, director's car, maintained regardless of cost; £575.—Miles Druce & Co., Ltd., Horn Lane, Acton, London, W.3. Tel. Acorn 4614. [9821

1949 Roadster, mileage 36,100 only; engine, all tyres, battery and electrical equipment, also interior coachwork, super condition; grey; price £490.—Box 4708. [9702

475 gns.—Triumph Mayflower, September 1950 saloon, gunmetal, red leather, heater, good tyres, carefully used, exceptional condition; choice of 3 Mayflowers; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800 December 1947 Roadster coupe, grey, blue leather, excellent condition; choice of 2 1800 coupes; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 (June) Triumph 2000 Roadster, grey, heater, loose covers, carefully used by private owner, beautiful condition throughout; nearest £525; no dealers.—4, Leith House, Station Rd., Leatherhead. Tel. 3955. [9931

1939 Triumph 14/60 4-light sports saloon, finished black, fitted heater, taxed December, immaculate; £325, with written guarantee.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018/1

1953 Mayflower, black, leather, heater, radio, undersealed, screenclean, 2 fog lamps, other extras, low mileage, one owner, taxed and immaculate; £585.—K.J. Motors, Ltd., Bromley. Ravensbourne 3456. [9844

1952 model Renown saloon, black/brown leather, one owner, genuine 26,000, fitted push-button radio, heater, first-class condition throughout; £585; also excellent 1951 model, black, one owner, 34,000, radio, heater, screenwash; £540; A.A. examination welcome; terms, exchanges.—Tel. (any time) Birmingham, Bearwood 1197. [9923

PRIVATELY owned 1939 Triumph Dolomite 14.65hp 4-seater 4-cyl. sports saloon, sun roof, most beautiful finish, all aluminium C.B. body, new tartan covers, new roof lining; most attractive economical, really fast superb sports car, taxed; a genuine bargain; £200; 300 miles' trial; photo to genuine enquiry.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1286. [9927

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

1946 Armstrong Siddeley Hurricane, excellent condition, exchange Triumph 1800.—Tel. Gravesend 5630. [9805

1800 Roadster and cash for 1948 Roadster 2000 model which has many extras and in perfect condition, very low mileage.—Tel. between 1 and 2 or 6 and 7 (Rye 2289 Sussex). [9950

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL., Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439 [0502/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

PRE-WAR Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears, gear cutting specialised machining; most gears for English cars.—C. W. Green & Sons, Precision Engineers, Brayford, Lincoln 10684. [8542

UTILITY CARS

CAR MART, Ltd.

1953 Armstrong Siddeley 18hp estate car; £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BRADSTOCK MOTORS, Ltd., offer:—

£545—1949 (March) Austin 16 Countryman, 4-door, oak body by Austins, one owner, low mileage, literally unmarked inside and out, a perfect example of this very rare model.—Chase Rd., Epsom. Tel. 653. [C1090

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

THE UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

JACK STONE & SON offer:—

1950 Hillman estate car; 1950 Ford 10 Martin Walter; 1948 Ford 10 6-seater, coachbuilt body; 1946 Dodge 7-seater, coachbuilt body; 1945 Austin 10, coachbuilt body; write for list.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5. [C4021

HAROLD SIMONS, Ltd., offer:—

1952 Vanguard estate, 4-door, heater, demister, in excellent condition throughout; £675; trade enquiries welcomed; 3 months' written guarantee; free service after-sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065

ROWLAND SMITH'S for utility cars.

395 gns.—Lea-Francis December 1948 14hp 4-door 5-seater shooting brake, natural timber body, removable rear seating, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

375 gns.—Jowett Bradford, 1952 utility de luxe, Catalina tan, brown upholstery, chrromed fittings, removable rear seats, sliding windows, one owner, exceptional, cost £725; terms, exchanges.—Rowland Smith, below.

325 gns.—Hillman Minx, November 1947 4-door estate car, fold-flush rear seating, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £375.

AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Hillman estate car, grey and brown leather, one owner, 21,000 miles; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1937 Austin 19 shooting brake; £150.—Mirks, Conamore, Krooner Rd., Camberley. [9606

1948 Morris 12hp Martin Walter Utilecon, one owner; £325.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9110

1951 Bradford de luxe utility, small mileage, immaculate; £299.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [9109

COMMER and Hillman shooting brakes, 4- and 10-seaters; from £250.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

BEDFORD 10-12cwt 1954 utility, 2,700 miles only; owner going to Sarawak; available end of May; £550 or offer.—Box 4767. [9799

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0631/R

1952 (November) Austin A70 6-seater utility, one owner, unrepeatable bargain; £495 or £165 deposit.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Austin A40 Countryman, green, one owner, 9,000 as new, £625; another 1950 similar, £475; terms, exchanges.—Cyril Sheppard of Reading. Sonning 2345. [9647

NEW Morris high-quality Utilities (10cwt, 12-seaters, N folding seats, lined interior, car appearance); £616 (tax free); usually from stock; terms, home and export.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [0367/R

1939 Chevrolet 7-seater shooting brake, in really first-class condition throughout and indistinguishable from new, late the property of royalty; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

G & M ALFREDS (1956), Ltd., formerly Guy Alfreds.—1950 Standard Vanguard Pick-up, privately used, above average condition; 1949 Standard Vanguard station waggon, genuine body, above average condition; 1953 Humber Super Snipe Pick-up, as new throughout, built for export only, mileage 15,000.—6-7, Warren St., W.1. Euston 3266. [C1005

ROYS AUTOMOBILES, Ltd., offer: 1951 Minx estate, £535; 1951 A40 Countryman, £485; 1948 Phase II Minx utility, £385; also choice of 2 1947, £369 each; 1949 Morris 8 utility, £285; 1948 Ford 8 utility, £235; 1947 Ford 10 utilecon, £235; 1946 Ford 8 utility, £195; 1947 Bradford utility, £185; 1936 Morris 10 utilecon, £125; 1935 Ford 8 utility, £69; many vans suitable for conversion; see Commercial column, and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

ROADSTER wanted.—45, Shirehall Park, N.W.2. Hendon 1648. [9785

BEDFORD Dormobile wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [W3018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041 [W4016/R

ROYS always good buyers of utilities.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [W3059

WHY accept less for your utility, estate car or shooting brake when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

VAUXHALL 10

1939 Vauxhall 10 saloon; guaranteed; £240, payments.—Ossfield, 386, Kensington High St., W.14. Western 6631. [C3029

1947 Vauxhall 10hp saloon, black, fitted with heater, taxed December, excellent condition, one owner; £375.—Capital Motors, Tudor Garage, Tottenham Lane, Hornsey, N.8. Mou. 3451. [9651

1940 Vauxhall 10hp saloon, good engine, tyres, battery, etc.; £240, or £80, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

VAUXHALL 12

1947 Vauxhall 12, black, immaculate condition throughout; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1947 Vauxhall 12 saloon, excellent; guaranteed; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

325 gns.—Vauxhall 12, September 1946 saloon, sliding head, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

VAUXHALL 14

KENTISH & THOMSON, Ltd.—1947 Vauxhall 14 J-type saloon, black with heater; £575.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

1947 Vauxhall 14 de luxe saloon, reconditioned engine; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

ROYS offer 1936 Vauxhall 14 saloon, condition is such that you find hard to refuse or replace; at £165, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

VAUXHALL WYVERN

ALWAYS

A SELECTION of Vauxhall Wyvern with a written guarantee and free after sales services at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

1952 Vauxhall Wyvern; £625.

1951 Vauxhall Wyvern; £525.

ALL the above are one-owner cars and carry our guarantee; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£498—Vauxhall Wyvern 1951, in really excellent condition throughout, fitted heater, fully overhauled mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1953 Wyvern, green, 10,000 miles; £680.—McAllister, 14, Highlands Avenue, Barrow-in-Furness. [9556

1950 Vauxhall Wyvern, one owner, engine reconditioned; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 Vauxhall Wyvern saloon, excellent order throughout; £490; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

Vauxhall Wyvern Cars Wanted

WHY accept less for your Vauxhall Wyvern saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

VAUXHALL VELOX

ALWAYS

A SELECTION of Vauxhall Velox with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

1951 (52 Vauxhall Velox saloon, radio, heater; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, one engineer owner, innumerable extras, highly tuned; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

SAUL & SLATTER, Ltd., offer:—

1953 (late) Vauxhall Velox, green, with heater, 5,000 miles only; £795.—44-46, Alderman's Hill, N.13. Palmers Green 3631. [C4002

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox, fitted all extras, taxed; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 5064-5. [C2034

1952 (September) Velox saloon, green, 16,000 miles, heater, etc., superb condition; £675.—Robbins, East Putney. Tel. 4581. [C3010

1951 Velox, black/brown, 31,000 miles only, fitted heater, very economical, four nearly new tyres, immaculate condition; £510.—30, Berrow Rd., Burnham-on-Sea. [9701

Vauxhall Velox Cars Wanted

VELOX 1952-3 required privately, colour important.—Putney 2770. [9601

TOP price paid for Velox or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1948 Vauxhall J, black, brown leather upholstery, fitted with heater, radio, tyres good; £595.

1952 (November) Vauxhall Wyvern, green, green upholstery, heater, screen-clean fitted, body condition good; £645.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

£125—Vauxhall 20 convertible, coachwork by Martin Walter, 10,000 miles since recond. engine, fully lined hood, radio, excellent condition, good tyres, 20-25mpg, taxed, insured, gift.—Bal. 6070. [9715

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1617), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 49321). [0285/

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2790. [0612/R

VAUXHALL cars, post-war models, urgently required.—Golby's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

XXX H. F. Edwards offer immediate cash for good Vauxhall cars.—Details please to: Edwards Garage, 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0205/R

KJ MOTORS, Ltd., spares, accessories, reconditioned units, Perkins diesels.—Bromley, Rav. 3456. [0393

VETERAN CARS

ROLLS Silver Ghost, 1909, 1911, 1912, 1922, all renovated to original—Welhams, below.

WELHAMS, Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875, buy and sell pre-1914. [C4070

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends; new, used and reconditioned cars available. Tel. Ripley 2361. [0375/R

PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

ONE-OWNER Volkswagen, sparsely used in Germany, red rexine upholstery, recently painted black; £300.—Tel. Farnborough 464. [9815

LARGE stock of second-hand 1953 and 1954 de luxe saloons, all very low mileage; exchanges, h.p. available.—Ralph Beard, East St., Farnham, Surrey. Tel. 5494 day or night. [C1092

V & F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V & F Large selection of used Volkswagens always available.—Below.

V & F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0642/R

Volkswagen Cars Wanted

RICHARDS & CARR buy volkswagen.—85, Kinnerton St., London, S.W.1. Sloane 5424 [W3446

VOLKSWAGEN wanted, clean, mechanically sound, one owner preferred; £300 if very good.—Box 4738. [9757

PERFORMANCE CARS urgently require Volkswagens.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

V & F MONACO MOTORS.—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0800/R

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

V. V. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighhouse St.). Tel. May. 6718. [0647

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [S3030/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1951 Wolseley 6/80 saloon, met. grey, grey upholstery, 25,000 miles, one owner; £585. EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951) and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046

CAR MART, Ltd.

1953 Wolseley 4/50 saloon, radio, heater; £795.

1952 Wolseley 6/80 saloon, heater; £635.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

AUTOMOBILIA, Ltd., offer:—

1950 Wolseley 6/80 4-door de luxe saloon, black, brown hide, heater, fog lamp, exceptional condition, less than half original cost; £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. [C1089

HAROLD SIMONS, Ltd., offer:—

1952 Wolseley 6/80, one owner, 9,000 miles, heater, demisters, spot lights, an immaculate car in first-class mechanical condition; £685; and other Wolseley models in stock; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 mins. trolley East Finchley Tube). Finchley 0052-53. [C4065

H. A. SAUNDERS, Ltd., offer:—

1952 Wolseley 6/80 saloon, green, green upholstery, recorded mileage 15,800; £675.
836 842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

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1948 model Wolseley 8 saloon, outstanding specimen; £360.—Northwood, Middx. Tel. Northwood 777. [9802

1951 Wolseley 6/80, heater, perfect; £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

WOLSELEY 6/80 saloon, 1953, heater, screen washers, low mileage, one owner; £710.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1940 Wolseley 10, really nice condition, very good mechanically; £285.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1938 Wolseley 12 de luxe, in very nice condition throughout; £200.—Hen. 8902/Col. 7542. [9704

1950 (June) Wolseley 6/80 sal., one owner, exceptional; £495.—Tickford, Ltd. Tem. Bar 3338. [C4029

1939 Wolseley 18 4-door saloon, in excellent condition; £225; terms, exchanges.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom 3901. [9835

1952 (Oct.) Wolseley 6/80, black/brown; £595.—Wright's Motors, Rickmansworth 2214. [9830

4000 miles, 1951 Wolseley 6/80 saloon, as new; £675.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

£175—Wolseley 12 1937 4-door saloon, complete engine overhaul recently, good cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (30 yds. Holland Park Tube.) Exchanges, h.p. [C1017

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WOLSELEY 4/50, late 1949, maroon, left-hand drive, 35,000 miles, excellent condition; £475.—Tel. Woldingham 2209. [9646

1937 Wolseley 14 saloon, in very good condition throughout; £175.—110, Battersea Rise, S.W.11. Battersea 0349. [9630

325 gns.—Wolseley 18, 1946 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Wolseley Super 6, 1937 model, 21hp de luxe saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Wolseley 14/60, 1939 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£239—1939 Wolseley 12hp saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

WOLSELEY 6/80, 1951, immaculate condition throughout, privately owned; nearest £595.—Tel. Swansea 3695 or 66028. [9809

1949 Wolseley 4/50 maroon, grey leather, radio, heater, engine overhauled, excellent throughout; £450.—Hen. 9602/Col. 7542. [9703

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1938 Wolseley 18, beautifully maintained; £195.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3065

1949 Wolseley 6/80, black, brown leather, reconditioned engine, excellent order; 6-month warranty; £425.—Haskins, Ladbroke 1155. [C3027

1947 Wolseley 18 de luxe saloon, black, brown hide, reconditioned engine; £345 or £115 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ROYS offer late type Wolseley 12 Daytona close-coupled sports saloon, extremely smart and fast; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

PRIDE & CLARKE, Ltd.—1950 Wolseley 6/80 saloons, maroon/brown leather, heater, one owner; choice 2 from £449; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3066

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1941 Wolseley 14hp saloon de luxe, exceptional car in very good order. A.A. inspection invited; £275, or £95, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door). [C4071

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R. HARDY & SON, 55, Marylebone High St., W.1 (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1954 models only. [0317/R

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IF you wish to sell your car for cash, write, 'phone or call.

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CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

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BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0398/R

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adl. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 5568.—Distributors for London and Home Counties. [N1027/R

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ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines). [N1000

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OFFICIAL agents Citroen cars, quick delivery; exchanges hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6623. [N1051

ACRES AUTOS, Ltd.

OFFICIAL retailers.

ALL models from stock; part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909.

10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [N1002A

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Citroen Light 15 to maker's full specifications, immediate delivery; list price £985/14/2.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [N1057

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2002-3. [0692/R

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

GODFREY HOUGHTON, Ltd., Distributors Cheshire & N. Wales.—All models for early delivery; see and try the new 2CV, ahead of all others, just like its big brothers; sales with service.—City Rd., Chester. Tel. 24818. [0703/R

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DORKING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1088

DAIMLER Conquest saloon, grey; £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

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W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N5042

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IMMEDIATE delivery 10cwt van.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

DAGENHAM MOTORS, Ltd., Ford main dealers.

56, Parr Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 5388. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers. —173, Westbourne Grove, W.11. Bay 4274. [N4035

PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

MOTOURISTS (LONDON), Ltd., for Fords.—Gt. North Rd., E. Finchley Station. N.2. Tudor 2301-2. [N3018

NEW 10hp Ford shooting brakes and travellers' cars, quick delivery.—Lawton-Goodman 135, Cricklewood Broadway, N.W.2. [N2022

MAYFAIR and West End agent: all new Ford models; drive and try for yourself a 1954 Zephyr before taking delivery from:—

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R. C. WIMBUSH, Ltd., Ford stockists; some models available; part exchanges and h.p. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

NEW Ford Popular saloon, immediate delivery; list price.—Trinity Cars Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales: Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chenies St., W.C.1. Museum 6075. [0656/R

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. [0779/R

F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer early delivery of Ford Consul and Zephyr saloons; also Consul and Zephyr convertibles; any car taken in part exchange; deferred terms. [N1001

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REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R

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SMITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. [0868/R

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BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412

MOTOURISTS (LONDON), Ltd., for Humbers.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13, Lee Green 8585. [0720/R

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K. J. MOTORS, Ltd., N.W. Kent's leading Jaguar main dealers.—Bromley, Kiv. 3456. [0286/R

JAGUAR.—Immediate delivery Mark VII saloon.—Sanders & Sons, Hitchin. Tel. 691. [9753

MARK VII saloon, good deliveries, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [7121

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

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JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

JAVELIN de luxe saloon brand new, immediate delivery.—Barrows, Newbridge Garage, Wakefield. [9692

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

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WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

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BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

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D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

MORRIS Oxford for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4001

PRIDE & CLARKE, Ltd.—Morris agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

K. J. MOTORS.—Morris Oxford de luxe saloon; £755; immediate delivery.—Bromley, Kent. Ravensbourne 3456. [9846

MORRIS Oxford saloon, grey; £753/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

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LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Cowley van; also Morris Oxford saloons, choice of colour.—39/43, Eden St., Kingston-on-Thames. Tel. Kin. 3151-4. [0264/R

MEEKS & MEEKS, Ltd. (Est. 1893), Morris specialists, offer early delivery of most models, including commercial and utility vehicles.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

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NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558/9. [0562/R

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DISTRIBUTORS (RAWLENCE) Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester 19. Rus. 2874-5. [0199/R

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SOLE Concessionaires, Leonard Williams & Co (1940) Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PARAMOUNT

PARAMOUNT'S—the new 10hp 4-seater sports roadster, a few available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T., £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). [N1035

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LANCASHIRE.—Distributors for Peugeot cars, early delivery, Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

LONDON.—Peugeot sales and Service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0456

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TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0896/R

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PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

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AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. [0110/R

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JOHN S. TRUSCOTT, Ltd., official Riley retailers.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

PRIDE & CLARKE, Ltd.—Riley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 5664/5. [N3068/R

F. L. CRANMORE, Ltd., Potters Bar.—1½ Riley, black immediate. Tel. 2040 Potters Bar. [N1062

MOTOURISTS (LONDON), Ltd., for Rileys.—Gt. North Rd., E. Finchley Station, N.2 Tudor 2301-2. [N3018

NEW 1½ Riley, cream and black, immediate delivery.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [N4037

NEW 1½-litre Riley, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

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COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

ELLIOTTS OF BIDEFORD. Tel. 744.—Rover distributors for early delivery. [8649

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CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0063/R

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W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Markfair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

GODFREY HOUGHTON, Ltd., Retail Dealers.—Favourable deliveries all models; 60 model from stock; sales with service.—City Rd., Chester. Tel. 24618. [0705/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [0140

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R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. [0452/R

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WHAT is it? There is a subtle something about the 1954 Simca Aronde that thrills everyone who sits at the wheel; it's not only the luxury look, but it is so safe, so swift and so comfortable, de luxe motoring well within your budget; your present car accepted in part payment at current market value and credit facilities confidentially arranged.

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STEARNS & Co. (CAR SALES), Ltd., Standard stockist, all models.—254, Brompton Rd., S.W.3. Ken. 0081. [6677

KJ MOTORS, Ltd.—Renown, T.R.2, Vanguard models, immediate delivery.—Bromley, Rav. 3456. [0220

MOTOURISTS (LONDON), Ltd., for Vanguards.—Gt. North Rd., E. Finchley Station, N.2 Tudor 2301-2. [N3018

JOHN S. TRUSCOTT, Ltd., official retailers; immediate delivery of Vanguard, early delivery Ship model.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

STANDARD

STANDARD Vanguard, black and red, heater, delivery from stock.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [N5011

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer for immediate delivery Standard 8 saloon. [N1001

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tul. 5664/5. [N3068/R

ERSKINE, Woking, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051

YOU couldn't do better than secure immediate delivery of your new Vanguard saloon, black or dual colour, also Standard Eight saloons, black or colours, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo. available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

MEBES & MEBES, Ltd. (Est. 1895), Standard specialists, offer immediate delivery of Phase II in black, Ship model in blue; early delivery of new 10hp and sports models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

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ROWLAND SMITH'S for Triumph.

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L. F. DOVE, Ltd., offer immediate delivery of all new Triumph models.—69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077

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VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

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PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

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SOUTH-West Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Ltd., Watford. Tel. 7750. [5624

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1262. [N1078

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PRIDE & CLARKE, Ltd., South London distributors.—Immediate delivery all models, choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell R.d., S.W.9. Bri. 6251. [N3068/R

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1060

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EW
EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

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LOUIS & Co., for self-drive hire.—Padd. 9196. [M2069

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rea, 36, Mackenzie St. Tel. Slough 20501. [0132/R

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0560/R

IRELAND Self Drive.—Ryans, 35, Upper O'Connell St., Dublin. 7, Crofton Ave., Dun Loaghaire. [0677/R

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

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HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE, self-drive specialists.—1951-54 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

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47/6!!—Battery prices down again!! 6-volt 9 plate 47/6; 6-v 11-p, 56/6; 12-v 9-p, 92/6.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0628/R

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BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4596. Early closing Wednesday. [8657

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THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402 (5 lines).

RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each. [0069/R

BRAKE cables, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke 3841. [0014/R

YOUNG'S brake lining service; send your brake shoes for relining with genuine Duron brake linings; prompt despatch; quotations by return.—20/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0972/R

CAMSHAFTS

CAMSHAFTS, worn or damaged cams built up and reground to original profile and life.—Moore & Ellis (London), 1946, Ltd., 87, Scoresby St., London, S.E.1. WAT. 7261. [0262/R

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ZENITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (3 lines). [0633/R

S.U.

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SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.3. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will 'phone for an appointment. [0855/R

ZENITH spares, replacement units for most makes in stock.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [M2011

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

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CARBURETTORS, ECONOMISERS

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MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0594/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W 2. Tulse Hill 3434 (4 lines). [0323/R

VOKES Gasmaster for increased mileage; prices of all models, 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. [0575/R

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TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A50, Minor ohv £17/10; Minor sv, Oxford, Ford 8 and 10, Renault 750 £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

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WOOL pile and rubber carpets tailored to your car.—Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1062/R

WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year. UPHOLSTERY covers travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid.—THE CAR MAT Co., Ltd. (Est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. [0164/R

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"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyelets, light in weight, easy to handle, 9ft×6ft, 27/6; 9ft×12ft, 37/6; 15ft×12ft, 59/-; 18ft×12ft, 74/-; 20ft×13ft, 90/-; post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12hp 40/-, 14/30hp 60/-, post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkswood 2705. [0321/R

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HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—R. E. Packer, Sion Place, Clifton, Bristol. [0306/R

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CUT your plating costs on rechroming all car fittings; highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1895, 35, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. [0045/R

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LET us rebore your car on your own premises, supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. [0783/R

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FOR first-class service and outstanding workmanship —Stamford Motors (London), Ltd., 466-468, Edgware Rd., London, W.2, and 169-171, Harrow Rd., W.2. Paddington 0022 (12 lines). [0096/R

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remetalled, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W. Croydon, Thornton Heath 4126. [0510/R

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EDWARDS ENGINEERING Co., Ltd.—Cylinder boring and sleeving, Cromardelliners, crankshaft regrinding and bearing remetalling, flywheel gear rings fitted, brake drums relined or machined.—Kew Bridge Works, Great West Rd., Brentford. Chiswick 7751-2-3-4. [0170/R

STANTON & SWEET (Battersea 2242/3).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods remetalled, line boring of main bearings, surface grinding and valve inserts fitted.—226, Garratt Lane, S.W.18. [0068/R

PRECISION engineers, camshaft and crankshaft recomplete Austin 7 72/-, popular 8/10hp £3; 4-hr. service; exchange crankshafts stocked; surface, crankshaft grinding, remetalling, drums machined from 3/6.—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0929/R

J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remetalled, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned, including diesel; collection and delivery; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R

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PRIDE & CLARKE, Ltd. for new and second-hand dynamos, starters, starter batteries, lamps.—Stockwell Rd., S.W.9. Bri. 6251 [0736/R

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COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines; lists free.

POWEROQ, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). [0620/R

CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [0149/R

TV without mains Chorehorse special petrol-electric generators, complete; self-starting, as supplied to B.B.C.; A.C. 220/250v, 300 watts D.C., will charge batteries for permanent lighting; £47/10, delivery 10/-; other low priced alternators available.—Below.

D.C. generators Tiny Tim self-starting or Delco, complete 12/15v, £14/10, delivery 10/-.

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TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington, Middx. Kingston 1195. [0188/R

DYNAMOS, starters, distributors, magnetos, repairing and replacements; armatures rewound, exchange replacements available; complete rewiring all electrical repairs.—A. J. Browning, 75, Lancefield St., London, W.10. Lad. 3841. [0690/R

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IN stock. Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R

AUSTIN reconditioned engines for sale or exchange.—Associated Garage Co., Ltd., Austin Specialists, 242-246, Commercial Rd., E.1. Tel. Ste. 5342. [0316/R

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units series II and III.—Kingston 5348. [0467/R

AUSTIN 7 reconditioned engines, 3-bearing £34; 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.

B & H MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2251-2. [M1020/R

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R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors Wolseley cars; exchange engines stocked for all models; any make of engine reconditioned. [0278/R

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer, Q4.—Tel. Bal. 4825, 11, Balham Grove, S.W.12 [0764/R

BLACKBIRD HILL GARAGE Ltd., stock reconditioned engines for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your old engine taken in exchange, please quote car numbers.
BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134-5-8. [0657/R

ROLLS-ROYCE and Bentley engines. Jack Barclay (Service), Ltd., officially appointed repairers, will be pleased to overhaul your engine and in some series supply replacements.—Danvers St., Chelsea, S.W.3. Flaxman 2225. [M1062/R

1954 A30 engine, run in and bench tested only, with manifold carburettor distributor, £60; 2-litre M.G., 1958, complete carburettors, manifolds, electrical equipment, £50.—Derrington, 159-151, London Rd., Kingston 5621-2. [C1071

RECONDITIONED exchange engines for Austin, Hillman Morris, Singer, Standard, Vauxhall, Wolseley; any make of engine reconditioned; quick delivery; high-class work.—Edwards Engineering Co., Ltd., Great West Rd., Brentford. Tel. Chiswick 7751-2-3-4. [0196/R

EXCHANGE engine service to the trade. Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co. Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3466/7. [0274/R

FORD V.8/22hp exchange engines, cylinder sleeved standard, crankshafts ground standard undersize, con/rods resized, etc., 6 months' guarantee, £56; as above but rebored £48; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Darlington Rd., West Norwood S.E.27. Gipsy Hill 3137. [0503/R

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TWO Bowser electric pumps; £25 each.—Tabner, Bridge Close, Ickleford, Hitchin, Herts. [9659

MINIATURE air compressors as supplied to car and cycle manufacturers, now available to general public, complete with airline and pressure gauge, suitable for cellulose spraying.—Alverton Eng. Co., Ltd., Copthall House, London, E.C.2. [0963

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PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning, exchange services.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0121/R

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.
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STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 1a, Elliott Rd., S.W.9. [8656

19/6.—Steering nuts for all types of cars including the following from 19/6: Ford, Hillman, Singer, Standard, Rover etc.; steering boxes, reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769 [0744/R

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AUSTIN exchange gear boxes and nearly all makes from stock, guaranteed repairs to synchromesh, preselective, American, overdrive, new gears, wear cutting, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0018

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RECELLULOSING by specialists.—Jack Barclay (Service), Ltd., the Rolls-Royce repairers, will be pleased to quote for your car whatever the make, also trimming, including new hoods.—Danvers St., Chelsea, S.W.3. Flaxman 2225. [M1062/R

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ANY make of independent front suspension and shock absorber reconditioned and guaranteed; i.f.s. from £7; s.a. from 30/-; exchanges, prompt fitting service.—A. H. Hobbs & Son, 151, St. James' Rd., West Croydon, Surrey. Tho. 4712. [7043

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FORD Anglia, Prefect and Popular owners can enjoy greatly improved suspension, road holding comfort and safety by fitting the Nordec independent front suspension conversion; price £26/10; immediate delivery.—Full details from North Downs Engineering Co., Westway, Caterham, Surrey. [0189/R

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LOOSE covers perfectly tailored in super quality Bedford cord, available for over 150 different cars, 1933 to 1954.
WE guarantee to save you money; example, Ford covers, Popular, Anglia, Prefect, £5/19/6; Consul, Zephyr, £7, all other covers at comparable prices; quality and fit guaranteed.—Samples gladly from Quinn Crossways, Hextable, Swanley, Kent. Swanley Junction 2405. [0358/R

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CLARE'S MOTOR WORKS.—Magneto, dynamo and starter exchange service.—260, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0298/R

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KIRTON, Honiton, Devon and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of new war surplus and second-hand components and accessories; write us for everything. [0420/R

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DISMANTLING 1950 Jowett Javelin, 1949 Standard 8, 1946 Hillman 10, 1939 Alvis 12/70, 1936 Alvis 13.2, 1937-9 Rover 16, Wolseley 16, Morris and Austin 16s, M.G. 2-litres 1936-7, Talbot 105 1938-9; hundreds of others; most years of Rovers and Standards, 1930 to 1946; brake shoes, clutch housings.—Motolympia, by Fire Station, Oswestry. Tel. 480 for rapid c.o.d. post service. [0424/R

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HARLINGTON SPARES & ENGINE SERVICE, 259, Staines Rd., Hounslow, Middx. Tel. Hounslow 8668.

LARGE stock of new and second-hand spares; also reconditioned engines on exchange basis. [0050/R

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

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(*See also page* 84)

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STOREKEEPER buyer required by old-established coachbuilding firm, previous experience in similar position preferred.—Freestone & Webb, Ltd. Elgar 6671. [9741

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SALES manager for North London car distributor, permanency and pension scheme for right man.—Give experience, age and salary required, in confidence, to Managing Director, Box 4706 [9685

COACHWORK'S manager required medium size works West London, panel beating, spraying, general car repair, management; full details background, experience, salary, references.—Box 4737. [9746

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APPLICANTS must have had experience of sales, service and administration in a motor business and be between the ages of 30 and 40; the successful applicant would supervise stores and accounting staff and also a workshop which is under a European service manager; initial salary would not be less than £1,000 per annum, and there are excellent prospects for promotion to the highest level of management in the firm's motor organisation.

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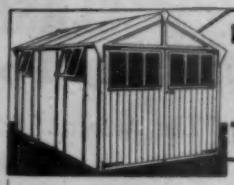

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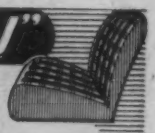

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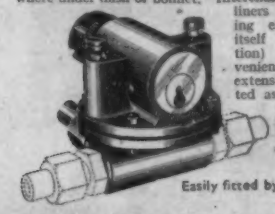

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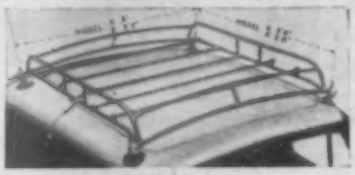

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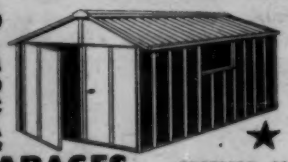

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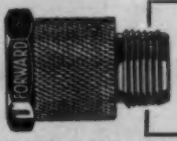

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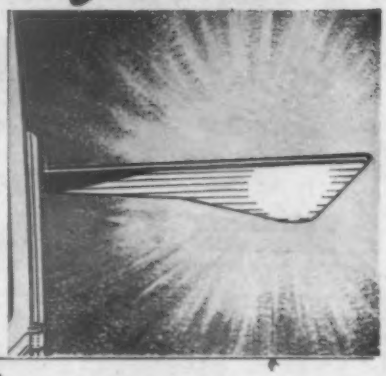

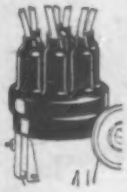

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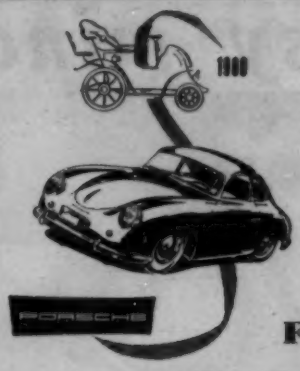

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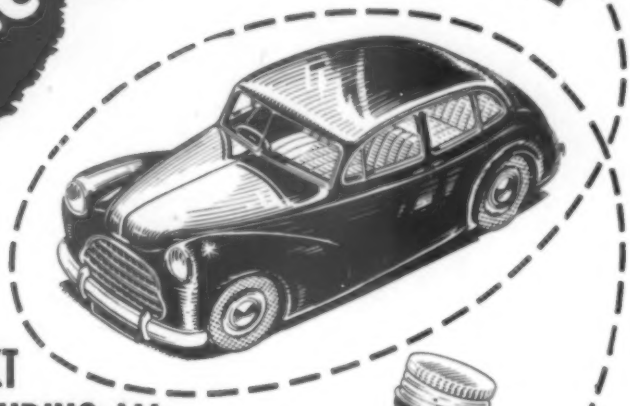

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